



Orange County Transportation Authority

Executive Committee Agenda Monday, June 1, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

Accessibility

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

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The 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 OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

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 Klopfenstein

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 8)

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

Overview

Approve the minutes of the May 4, 2026, Executive Committee meeting.

Attachments:

[Minutes](#)

2. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Matt Ankley/Jennifer L. Bergener

Overview

On May 12, 2025, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2026-27.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$15,565,618 for Transit Police Services, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$31,088,784.

EXECUTIVE COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

3. Amendment to Agreement for Security Systems and Maintenance

Matt Ankley/Jennifer L. Bergener

Overview

On October 14, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Convergent Technologies, LLC to provide security systems service and maintenance at all Orange County Transportation Authority facilities. This contract includes service and maintenance of both the access control system and the video management system for a three-year initial term with two, one-year option terms. An amendment to the existing agreement is necessary for continued services through the initial term.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$355,000 for additional project support services and to maintain operations. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$835,454.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. Membership Appointments for the Measure M2 Environmental Oversight Committee

Marissa Espino/Maggie McJilton

Overview

The Measure M2 Ordinance No. 3 requires the establishment of a 12-member Environmental Oversight Committee as part of the Measure M2 Environmental Mitigation Program. The committee is responsible for making recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for programmatic mitigation and for monitoring implementation. The three-year terms have expired for all members. Ten of the existing committee members have expressed a desire to continue to serve and replacements are recommended for two open seats.

Recommendation(s)

- A. Approve the reappointment of 10 current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2026.

EXECUTIVE COMMITTEE MEETING AGENDA

- B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

5. Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Marissa Espino/Maggie McJilton

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs. The current three-year terms for all members will expire on June 30, 2026. Twelve of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for two open seats.

Recommendation(s)

- A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.
- B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

6. Accessible Transit Advisory Committee Annual Update and Member Appointments

Marissa Espino/Maggie McJilton

Overview

The Orange County Transportation Authority Board of Directors established the Accessible Transit Advisory Committee in 1992 to advise the Orange County Transportation Authority on the transportation needs of seniors and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year are provided with this report.

Recommendation(s)

Receive and file the Accessible Transit Advisory Committee status report.

EXECUTIVE COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

7. Citizens Advisory Committee Annual Update and Member Appointments

Marissa Espino/Maggie McJilton

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was established to provide feedback on significant transportation studies and projects, help identify opportunities for community input, and serve as a public liaison for the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation(s)

Receive and file the Citizens Advisory Committee status report.

Attachments:

[Staff Report](#)

[Attachment A](#)

8. Measure M2 Quarterly Progress Report for the Period of January 2026 through March 2026

Francesca Ching/Rose Casey

Overview

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

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

EXECUTIVE COMMITTEE MEETING AGENDA

Regular Calendar

9. Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan

Adriann Cardoso/Rose Casey

Overview

The 405 Express Lanes, implemented through the Interstate 405 Improvement Project, opened on December 1, 2023. The Orange County Transportation Authority operates the lanes through tolling authority provided by the California Transportation Commission and under a 40-year lease with the California Department of Transportation. In November 2025, the Orange County Transportation Authority Board of Directors approved the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue. Board of Directors' approval is now requested for the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan to guide the future use of excess toll revenue, which may be available beginning in 2029.

Recommendation(s)

- A. Approve the development of the 405 Corridor Plan as the only expenditure in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.
- B. Approve the charter for and the establishment of the 405 Corridor Technical Advisory Committee.
- C. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan to prioritize capital projects for future spending following completion of the 405 Corridor Plan as identified in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

Discussion Items

10. Fiscal Year 2026-27 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 11, 2026.

EXECUTIVE COMMITTEE MEETING AGENDA

11. Public Comments

12. Chief Executive Officer's Report

13. Committee Members' Reports

14. Adjournment

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

9:30 a.m. on Monday, July 6, 2026

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Jamey M. Federico, Chair
Fred Jung, Vice Chair
Doug Chaffee, Immediate Past Chair
Michael Hennessey
Stephanie Klopfenstein
Donald T. Wagner

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, Senior
Cassie Trapesonian, General Counsel
Elia Verduzco, Employee Rotation Program
OCTA Staff

Committee Members Absent

None

Call to Order

The May 4, 2026, Executive Committee meeting was called to order by Chair Federico at 9:30 a.m.

Closed Session

There were no Closed Session items scheduled.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 1 through 3)

1. Approval of Minutes

A motion was made by Director Hennessey, seconded by Vice Chair Jung, and declared passed by those present to approve the minutes of the April 6, 2026, Executive Committee meeting.

2. Amendment to Agreement for Board of Directors' Meeting Video Streaming Services

A motion was made by Director Hennessey, seconded by Vice Chair Jung, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-2221 between the Orange County Transportation Authority and Network Television Time, Inc., in the amount of \$400,000, to support video streaming services for Board of Directors committee meetings. This will increase the maximum obligation of the agreement to a total contract value of \$673,507.



3. Proposed Response to 2025-2026 Orange County Grand Jury Report, “Connecting Orange County to LAX: Evaluating Transportation Options.”

This item was pulled by Director Wagner, who recommended modifying the proposed response in Attachment B.

A motion was made by Director Wagner, seconded by Director Chaffee, and declared passed by those present to direct staff to modify Attachment B before taking it to the Board of Directors’ meeting.

Regular Calendar

4. Third Quarter Fiscal Year 2025-26 Capital Action Plan and Performance Metrics

Jim Beil, Executive Director of Capital Programs, provided a PowerPoint presentation.

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

5. Consultant Selection for the Los Angeles 2028 Olympics Transportation Service Plan and Capital Needs Assessment

Charles Main, Section Manager of Transit Service Planning, presented this item.

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

- A. Approve the selection of Jacobs Engineering Group, Inc., as the firm to conduct the Los Angeles 2028 Olympics transportation service plan and capital needs assessment.

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250131 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc., in the amount of \$929,267, for a 20-month term, to conduct the Los Angeles 2028 Olympics transportation service plan and capital needs assessment.

Discussion Items

6. Public Comments

There were no public comments.



7. Chief Executive Officer's Report

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

- Bike Rally event on Wednesday, May 13, 2026
- Bikeway Demonstration Event in Mission Viejo
- Mission Viejo's Pedal La Paz event on Saturday, May 16, 2026

8. Committee Members' Reports

There were no Committee Members' Reports.

9. Adjournment

The meeting was adjourned at 10:02 a.m.

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

9:30 a.m. on Monday, June 1, 2026

OCTA Headquarters
550 South Main Street
Orange, California



June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Overview

On May 12, 2025, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The contract is required to be amended annually to include the necessary firm-fixed cost for each fiscal year. Board of Directors' approval is requested to amend the agreement to include necessary funding for fiscal year 2026-27.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$15,565,618 for Transit Police Services, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$31,088,784.

Discussion

The County of Orange, Orange County Sheriff's Department (OCSD), has provided Transit Police Services (TPS) for the Orange County Transportation Authority's (OCTA) patrons, employees, and properties since 1993. On May 12, 2025, OCTA's Board of Directors (Board) approved a cooperative agreement with the OCSD to provide TPS for a period of five years.

The OCSD is required to annually develop a fiscal year (FY) budget to support funding necessary to carry out TPS services for each of the five years in the contract. After the FY budget is developed, the OCSD submits the budget to OCTA for review and concurrence. An amendment is then required to increase the overall contract value to cover the cost of services for the specific FY as well

as any modifications to scope or level of services. For FY 2026-27, OCTA requested no changes to the level of service provided by the OCSD for TPS. The \$15,565,618 budget request represents an increase of 0.273 percent over the amount budgeted for FY 2025-26. The increase is associated with changes to estimated overtime.

Services provided by the OCSD are listed on Attachment A. Patrol areas associated with these services are identified in Attachment B. In addition to these services, the OCSD also provides countywide services such as the Hazardous Devices Squad, Special Weapons and Tactics Team, Special Victims Unit, and the Orange County Intelligence Assessment Center, which can be utilized on an as-needed basis.

Fiscal Impact

Amendment No. 1 to Cooperative Agreement No. C-5-4051 is included in the OCTA proposed FY 2026-27 Budget, with \$15,269,161 budgeted for TPS services. There is also \$296,457 budgeted for special services, which includes patrol of OCTA-owned environmental mitigation properties, transit security overtime for Visual Intermodal Prevention and Response (VIPR) and Anti-Terrorism-Anti-Crime (ATAC) to be utilized for high-security risk events. Patrol costs will be funded by Measure M2, and the VIPR and ATAC are funded with Transit Security Grant Program funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-5-4051 between the Orange County Transportation Authority and the County of Orange, Orange County Sheriff's Department, in the amount of \$15,565,618 for the provision of Transit Police Services from July 1, 2026 through June 30, 2027, bringing the maximum contract obligation to \$31,088,784.

Attachments

- A. County of Orange, Orange County Sheriff's Department Services Provided
- B. Orange County Transportation Authority (OCTA) Patrol Area Locations
- C. County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-5-4051 Fact Sheet

Prepared by:



Matt Ankley
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Approved by:



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



Pia Veesapen
Director, Contracts Administration and
Materials Management
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County of Orange, Orange County Sheriff's Department Services Provided

The following services will be provided:

- Uniformed patrol and plainclothes enforcement at Orange County Transportation Authority (OCTA)-owned properties, on railroad rights-of-way, on-board OCTA buses, and OC Streetcar system
- Response to calls for service as needed
- Traffic enforcement as it relates to the operation of fixed-route vehicles
- Special enhancement team for enhanced services: homeless liaison officers, antiterrorism anti-crime, community-oriented policing, and visible intermodal prevention and response team
- Specialized and internal investigations conducted as needed
- Security at OCTA Board of Directors meetings, public hearings, and special events as requested
- Coordinate with other transit security, local, state, and federal law enforcement agencies
- Participate in multi-agency drills on a local and regional level
- Coordination on security-related grant funding

Other assistance available through this contract includes three explosive detection canines for hazardous device detection and other law enforcement services such as the mounted enforcement unit.

Dedicated sheriff deployment to include:

- One captain position serving as the Chief of Transit Police Services
- Six sergeant positions
- One investigator position
- 31 deputy sheriff II comprised of:
 - 20 fixed-route bus enforcement positions; includes three canines with bomb technicians and four homeless liaison officers
 - Five deputy sheriff II – right-of-way enforcement positions
 - Six deputy sheriff II – OC Streetcar system
- One office specialist position

Orange County Transportation Authority (OCTA) Patrol Area Locations

OCTA Administration Building

600 S. Main Street
Orange, CA 92868

Future OCTA Administration Building

2667 S. Main Street
Santa Ana, CA 92707

Bases:

Santa Ana - Operations/Maintenance

4301 MacArthur Boulevard
Santa Ana, CA 92704

Irvine Construction Circle

16281 Construction Circle West
Irvine, CA 92606

Garden Grove - Operations/Annex

11800 Woodbury Road
Garden Grove, CA 92843

Garden Grove - Maintenance

11790 Cardinal Circle
Garden Grove, CA 92843

Garden Grove Warehouse/Lost and Found

11911 Woodbury Road
Garden Grove, CA 92843

Anaheim - Operations/Maintenance

1717 E. Via Burton Road
Anaheim, CA 92806

Irvine Sand Canyon - Maintenance

14736 Sand Canyon Road
Irvine, CA 92618

Irvine Sand Canyon - Operations

6671 Marine Way
Irvine, CA 92618

Maintenance and Storage Facility

2008 W. Fifth Street
Santa Ana, CA 92703

Transportation Centers:

Brea Park-and-Ride

937 Lambert Road
Brea, CA 92821

Fullerton Transportation Center

123 S. Pomona Avenue
Fullerton, CA 92833

Fullerton Park-and-Ride

3000 W. Orangethorpe Avenue
Fullerton, CA 92833

Goldenwest Transportation Center

7301 Center Avenue
Huntington Beach, CA 92647

Laguna Beach Transportation Center

375 Broadway Street
Laguna Beach, CA 92651

Laguna Hills Transportation Center

24282 Calle De Los Caballeros
Laguna Hills, CA 92653

Newport Beach Transportation Center

1550 Avocado Avenue
Newport Beach, CA 92660

Tustin Metrolink Train Station

2975 Edinger Avenue
Tustin, CA 92780

OC ACCESS Assessment Center

1347 W. Trenton Avenue
Orange, CA 92867

OC Streetcar Utility Addresses

OCTA Platform at Santa Ana Boulevard and N. Santiago Street

000 3/4 E. Santa Ana Boulevard OCTA - MET03 (Train Signal) and MET04 (Platform)

1002 3/4 E. Santa Ana Boulevard MET02 (Santiago)

OCTA Platform at Ross Street and Santa Ana Boulevard

400 3/4 W. Santa Ana MET04 (N Ross Street)

OCTA Platform at Sycamore Street and Santa Ana Boulevard

624 3/4 N. Sycamore MET01 (Santa Ana)

OCTA Platform at French Street and Santa Ana Boulevard

518 3/4 W. Santa Ana Boulevard MET04

518 3/4 N. French Street MET04

Maintenance and Storage Facility

2008 W. Fifth Street

Santa Ana, CA 92703

Operating Right-of-Way

42 miles Orange Subdivision - Fullerton to San Clemente

5.5 miles Olive Subdivision - Placentia to Orange

2 miles SC ROW - Raitt Street to Harbor Boulevard

1 mile PE ROW - Harbor Boulevard (Garden Grove) to Crescent Avenue (City of Cypress)

OCTA PE ROW - (City of Stanton)

405 Express Lanes Office

405 Express Lanes Customer Service Center

1535 Scenic Avenue, Suite 125

Costa Mesa, CA 92626

Acronyms:

SC ROW – Streetcar Right-of-Way

PE ROW – Pacific Electric Right-of-Way

**County of Orange
Orange County Sheriff's Department
Cooperative Agreement No. C-5-4051
Fact Sheet**

1. May 12, 2025, Cooperative Agreement No. C-5-4051, \$15,523,166, approved by the Board of Directors (Board).
 - Agreement to provide Transit Police Services.
 - Five-year agreement effective July 1, 2025 through June 30, 2030.
2. June 8, 2026, Amendment No. 1 to Cooperative Agreement No. C-5-4051, \$15,565,618, pending approval by the Board.
 - To increase the maximum obligation for the second year of the five-year agreement by \$15,565,618. This amount includes:
 - \$15,269,161 for continued services with no staffing change, a 0.27 percent increase over fiscal year 2025-26.
 - Breakdown of increase: overtime 21.52 percent, post-pay .98 percent, services and supplies 10.14 percent, department overhead 9.35 percent, training overhead 13.25 percent, and other 1.69 percent.
 - A provision for up to \$296,457 for special services.
 - \$110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$60,000 for Mounted Enforcement Units
 - \$23,179 for Seasonal Law Enforcement
 - \$13,750 for Angels Express
 - \$89,528 for Special Enforcement Bus Operations/Counter Terrorism Team

Total committed to County of Orange, Orange County Sheriff's Department, Cooperative Agreement No. C-5-4051: \$31,088,784.



June 1, 2026

To: Executive Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendment to Agreement for Security Systems and Maintenance

Overview

On October 14, 2024, the Orange County Transportation Authority Board of Directors approved an agreement with Convergent Technologies, LLC to provide security systems service and maintenance at all Orange County Transportation Authority facilities. This contract includes service and maintenance of both the access control system and the video management system for a three-year initial term with two, one-year option terms. An amendment to the existing agreement is necessary for continued services through the initial term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$355,000 for additional project support services and to maintain operations. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$835,454.

Discussion

The Orange County Transportation Authority (OCTA) utilizes contracted professional and technical services from Convergent Technologies, LLC (Convergent) to perform maintenance and repair services of OCTA's physical security systems. These services ensure that OCTA's physical security systems operate reliably and at full capacity ensuring OCTA continues strong security posture. Additionally, Convergent supports the timely resolution of functional and operability issues. Routine maintenance is provided; however, calls for service tend to be reactionary in nature as they are generally unanticipated equipment or system issues.

Since the inception of the contract following Board of Directors (Board) approval in October 2024, OCTA has encountered higher than anticipated use of the contract authority due to an unanticipated project related to OCTA's lost and found, as well vacancies of key OCTA security and emergency preparedness staff. In order to maintain a safe and secure environment, a comprehensive replacement of the video management system at OCTA's lost and found warehouse was necessary as several components had exceeded their useful life and the system was not fully integrated with the Genetic system. Additionally, OCTA utilizes a team of two staff members to perform minor maintenance and troubleshoot the system as well as manage the contract. Both of these key positions were vacant for a period of time, creating a significant deficit within the department to perform the minor maintenance and troubleshooting. In order to ensure continuity of operations of the service, additional resources from Convergent were utilized until new staff was onboarded and resumed direct responsibility for these efforts.

Due to these unforeseen challenges, the contract capacity has been consumed at a much higher rate than anticipated and an amendment is necessary to increase contract capacity and continue services through the initial term.

Procurement Approach

The procurement was originally handled in accordance with OCTA Board-approved policies and procedures for professional and technical services. On October 14, 2024, the Board approved the award of the agreement with Convergent. The agreement was awarded on a competitive basis and includes a three-year initial term and two, one-year option terms. This agreement is currently in the second year of the initial term and has been previously amended as shown in Attachment A.

The proposed Amendment No. 3 increases the maximum cumulative payment obligation, in the amount of \$355,000, based on the anticipated level of effort to accommodate additional project support and maintain operations. The fully burdened hourly rates will remain unchanged as originally negotiated; therefore, they are deemed fair and reasonable. This will increase the maximum obligation of the agreement to a total contract value of \$835,454.

Fiscal Impact

The project was not included in OCTA's Fiscal Year 2025-2026 Budget. The estimated \$355,000 cost for these services will be provided through local and Transit Development Capital Project Funds, account nos. 1316-7611-A5310-0J0, 1316-7611-A5310-0J1, 1316-7611-A5310-0J2, 1316-7611-A5310-0J3, 1316-7611-A5310-0J4, 1316-7612-A5310-0J1, 1316-7612-A5310-0J3, 1316-7611-A5310-0HW, 0035-7611-OC100-0J1, 0035-7611-OC100-0J3, 0035-7611-OC100-0J4, 0035-7612-OC100-0J1, 0035-7612-OC100-0J3, and 1290-7662-A0001-OTC.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-2293 with Convergent Technologies LLC, in the amount of \$355,000, to continue providing security systems repair and maintenance services. This will increase the maximum obligation of the agreement to a total contract value of \$835,454.

Attachment

- A. Convergent Technologies LLC, Agreement No. C-4-2293 Fact Sheet

Prepared by:



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Approved by:



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Deputy Chief Executive Officer
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Pia Veesapen
Director, Contracts Administration and
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**Convergint Technologies, LLC
Agreement No. C-4-2293 Fact Sheet**


1. October 14, 2024, Agreement No. C-4-2293, \$480,454, for a three-year initial term with two, one-year option terms approved by the Board of Directors (Board).
 - Agreement for security systems repair and maintenance services.
 - Three-year initial term effective November 19, 2024 through October 31, 2027, with two, one-year option terms.
2. January 30, 2025, Amendment No. 1 to Agreement No. C-4-2293, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
 - To revise the price summary sheet to update the parts list under Schedule V.
3. January 19, 2026, Amendment No. 2 to Agreement No. C-4-2293, \$0.00, approved by CAMM.
 - To revise the key personnel.
4. June 8, 2026, Amendment No. 3 to Agreement No. C-4-2293, \$355,000, pending approval by the Board.
 - Amendment to increase the maximum cumulative payment obligation to continue security systems repair and maintenance services through October 31, 2027.

Total committed to Convergint Technologies, LLC, Agreement No. C-4-2293: \$835,454.



June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Membership Appointments for the Measure M2 Environmental Oversight Committee

Overview

The Measure M2 Ordinance No. 3 requires the establishment of a 12-member Environmental Oversight Committee as part of the Measure M2 Environmental Mitigation Program. The committee is responsible for making recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for programmatic mitigation and for monitoring implementation. The three-year terms have expired for all members. Ten of the existing committee members have expressed a desire to continue to serve and replacements are recommended for two open seats.

Recommendations

- A. Approve the reappointment of ten current committee members serving on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee for an additional three-year term beginning July 1, 2026.
- B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Mitigation Program Environmental Oversight Committee.

Background

Measure M2 (M2) includes a provision to provide comprehensive mitigation to offset environmental impacts of freeway improvement projects through the M2 Environmental Mitigation Program (Mitigation Program). In exchange, state and federal resources agencies, consisting of the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS), agreed to fast-track the permitting process and entered into a master agreement for the M2 freeway projects. The goal of the Mitigation Program is to deliver more

effective mitigation while supporting expedited delivery of M2 freeway improvements.

The Mitigation Program was launched in fall 2007 with the creation of the Environmental Oversight Committee (EOC). The EOC makes technical and policy recommendations to the Orange County Transportation Authority (OCTA) Board of Directors (Board) related to the implementation of the Mitigation Program. M2 Ordinance No. 3 (M2 Ordinance) defines the role and composition of the EOC, a 12-member committee that includes two representatives of the Board, Director Mark Tetterer as EOC Chair and Board Chair Jamey M. Federico. The other members of the committee include one representative each from the California Department of Transportation, USFWS, CDFW, California Wildlife Conservation Board, Army Corps of Engineers, and the OCTA Taxpayer Oversight Committee. In addition, two public members and two members from a non-governmental environmental organization serve on the committee (Attachment A). The M2 Ordinance further stipulates the terms of service are three years with no term limits.

Discussion

The M2 Ordinance established the EOC and requires the Board to appoint the committee members. One public member has chosen not to seek reappointment to the EOC and a candidate is being recommended to fill the open position. In addition, the USFWS, which has a permanent seat on the EOC, recommended a new member.

In April 2026, a Board ad hoc committee was established to review the applicants and propose a recommendation to the full Board, as has been the case for all past recruitments. Chair Federico formed the Board ad hoc committee, which included Board Chair Federico and Vice Chair Fred Jung, and EOC Chair Tetterer. A total of 26 candidates who had backgrounds in environmental preservation, development, and civic services were considered for the public member open seat.

The Board ad hoc committee is recommending Janet Fordunski (Attachment B) to fill the open public member position. Ms. Fordunski is a retired civil engineer with 30 years of experience specializing in water resources, including planning, design, and permitting, and compliance for water, wastewater, and stormwater infrastructure projects. She has over 20 years of community service experience as an environmental volunteer, including ecological restoration, invasive species removal, and public outreach for organizations including the Newport Bay Conservancy and Orange County Parks.

The USFWS has recommended Senior Fish and Wildlife Biologist Lauren Kershek as the new USFWS representative to serve on the EOC (Attachment C). Ms. Kershek has extensive experience managing complex, time-sensitive projects across diverse habitats, with expertise in Endangered Species Act implementation, regional conservation planning, and interagency coordination on large-scale infrastructure and habitat restoration efforts. In addition to her regulatory and partnership work, she leads recovery and conservation efforts for the federally endangered light-footed Ridgway's rail, including population monitoring and captive breeding programs in collaboration with regional partners.

The ten other EOC members have expressed their desire to continue serving on the committee for an additional three-year term. This term will begin on July 1, 2026. The proposed EOC roster is enclosed as Attachment D.

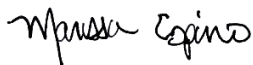
Summary

The three-year term for members of the M2 EOC has expired. Ten existing committee members have expressed interest in serving another term and are being recommended for reappointment, and replacements are recommended for two open seats.

Attachments

- A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006 (pages B-5 through B-6)
- B. Janet Fordunksi, PE - Resume
- C. Lauren A. Kershek Biography
- D. Recommended Environmental Oversight Committee 2026 Roster

Prepared by:



Marissa Espino
Section Manager III,
Public Outreach
714-560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
714-560-5824

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

AMENDED:

November 9, 2012

November 25, 2013

December 14, 2015 (*corrected March 14, 2016*)

June 22, 2020

May 24, 2021

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

1 Context Sensitive Design, as described in the nationally recognized Federal Highway
2 Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway
3 Projects will be planned, designed and constructed using a flexible community-responsive
4 and collaborative approach to balance aesthetic, historic and environmental values with
5 transportation safety, mobility, maintenance and performance goals. Context Sensitive
6 Design features include: parkway-style designs; environmentally friendly, locally native
7 landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs
8 and themes that are in harmony with the surrounding communities.

9 5. At least five percent (5%) of the Net Revenues allocated for
10 Freeway Projects shall fund Programmatic Mitigation for Freeway Projects. These funds
11 shall be derived by pooling funds from the mitigation budgets of individual Freeway
12 Projects, and shall only be allocated subject to the following:

13 a. Development of a Master Environmental Mitigation and
14 Resource Protection Plan and Agreement (Master Agreement) between the Authority and
15 state and federal resource agencies that includes:

16 (i) commitments by the Authority to provide for
17 programmatic environmental mitigation of the Freeway Projects,

18 (ii) commitments by state and federal resource
19 agencies to reduce project delays associated with permitting and streamline the permit
20 process for Freeway Projects,

21 (iii) an accounting process for mitigation obligations
22 and credits that will document net environmental benefit from regional, programmatic
23 mitigation in exchange for net benefit in the delivery of transportation improvements
24 through streamlined and timely approvals and permitting, and

25 (iv) a description of the specific mitigation actions and
26 expenditures to be undertaken and a phasing, implementation and maintenance plan.

27 (v) appointment by the Authority of a Mitigation and
28 Resource Protection Program Oversight Committee ("Environmental Oversight

1 Committee”) to make recommendations to the Authority on the allocation of the Net
2 Revenues for programmatic mitigation, and to monitor implementation of the Master
3 Agreement. The Environmental Oversight Committee shall consist of no more than twelve
4 members and be comprised of representatives of the Authority, Caltrans, state and federal
5 resource agencies, non-governmental environmental organizations, the public and the
6 Taxpayers Oversight Committee.

7 b. A Master Agreement shall be developed as soon as
8 practicable following the approval of the ballot proposition by the electors. It is the intent of
9 the Authority and state and federal resource agencies to develop a Master Agreement prior
10 to the implementation of Freeway Projects.

11 c. Expenditures of Net Revenues made subject to a Master
12 Agreement shall be considered a Freeway Project and may be funded from the proceeds of
13 bonds issued subject to Section 5 of the Ordinance.

14 B. Transit Projects

15 1. The Authority shall make every effort to maximize state and
16 federal funding for Transit Projects. No Net Revenues shall be allocated in any year for
17 any Transit Project if the Authority has made findings at a public meeting that the state or
18 the federal government has reduced any allocations of state funds or federal funds to the
19 Authority as the result of the addition of any Revenues.

20 2. Prior to the allocation of Net Revenues for a Transit Project, the
21 Authority shall obtain a written agreement from the appropriate jurisdiction that the Transit
22 Project will be constructed, operated and maintained to minimum standards acceptable to
23 the Authority.

24 C. Street and Road Projects

25 Prior to the allocation of Net Revenues for any Street and Road
26 Project, the Authority, in cooperation with affected agencies, shall determine the entity(ies)
27 to be responsible for the maintenance and operation thereof.

28 ///

JANET FORDUNSKI, PE

(949) 750-9525
j4dunski@gmail.com

411B Avenida Castilla
Laguna Woods 92637

Profile

- 30 years Professional Civil Engineering experience:
 - Water resources: water resource planning, public grant funding applications, regulatory permitting, and compliance for potable water, recycled water, and wastewater systems
 - Geotechnical engineering: slope stability analysis, settlement analysis, forensic engineering, geologic mapping
- 20 years of community service: water reuse, HOAs, public outreach, ecological restoration, and education
- Sole proprietor of [Strong.Garden](#) specializing in sustainable landscape design utilizing California native plants and rainwater capture

Registrations

- California Registered Civil Engineer, RCE 51493 (current)
- Certified Water Treatment Operator II 33293 (expired)

Education

- Massachusetts Institute of Technology 1990 Bachelors Civil Engineering
- California State University Long Beach 1999 Masters Civil Engineering
- Saddleback College: Associates of Arts degrees in Dance and Social & Behavioral Science anticipated December 2026

Notable Community Service

- Watereuse President and Secretary, Inland Empire Chapter, 2016 - 2023
- Orange County Parks Volunteer/Laguna Canyon Foundation:
 - Ecological restoration: Invasive plant removal; native plant restoration
- Orange County Parks Volunteer/Naturalist, Newport Bay Conservancy:
 - Public outreach: Kayak tour lead; special event support for fundraisers and special events
- Lakeside Park Community Association, Board President, Lake Forest, 2016 - 2019
- Lake Forest II Master HOA, Architectural Committee / Board member, 2003 - 2022
- El Toro High School PSTO, President, Lake Forest, 2013
- Serrano Intermediate School, Lake Forest, Future City Team Mentor, 2008
- La Madera Elementary PTA, Walk to School Day Coordinator, Lake Forest, 2004

JANET FORDUNSKI, PE

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j4dunski@gmail.com

411B Avenida Castilla
Laguna Woods 92637

Professional Engineering Work Experience in Water Resources

- **Woodard & Curran - Laguna Hills, CA 2016 - 2023**
 - Project manager for contracts totalling \$1.5M annually for municipal clients in California
 - Successfully assisted the City of Oceanside obtain \$8M USBR grant funding for Pure Water Oceanside potable reuse project
 - Coordinated master planning and design of wastewater treatment expansions in City of San Bernardino and Kern County
 - Conducted water well feasibility analysis for Trabuco Canyon Water District
 - Managed sewer capacity modeling for redevelopment in City of Santa Ana
 - Proposal preparation and marketing

- **Pacific Advanced Civil Engineering (PACE) - Fountain Valley, CA 2006 - 2016**
 - Managed potable water system operations and compliance services for Native American reservation in San Diego County, receiving commendations from EPA Region 9 for meeting the water system treatment safety goals
 - Design, permitting, and installation of standby diesel generator for Eastside Water Mutual in unincorporated Midway City, Orange County
 - Stormwater management analysis within ETWD boundaries in Lake Forest
 - Prepared Aquifer Protection Permit (APP) applications for wastewater treatment and recycled water projects, Pima County, Arizona.

Recent Training

- CPR/AED/First Aid, 2025

References

- Scott Goldman, BCEE, former ETWD Director, 2001 - 2019
sgoldman@woodardcurran.com (714) 292-6488
- Hilary Cunningham, Newport Bay Conservancy Volunteer Coordinator
hilary.cunningham@newportbay.org (949) 923-2296
- Sam Ali, ASCE Orange County Sustainability Committee Chair
hariri@cox.net (949) 444-4742

**Lauren A. Kershek Biography
Fish and Wildlife Biologist
Carlsbad Fish and Wildlife Office
U.S. Fish and Wildlife Service
(760)306-5920
Lauren_Kershek@fws.gov**

Lauren Kershek is a Senior Fish and Wildlife Biologist with the U.S. Fish and Wildlife Service's Carlsbad Fish and Wildlife Office (CFWO). Lauren began her career with the CFWO as a student intern in 2006 while completing her Bachelor of Science in Marine Biology at UCLA. Lauren continued her internship while completing a Masters of Science in Biological Sciences at CSU San Marcos. She has a long-standing record of managing high-volume, time-sensitive, and complex workloads across marine, coastal, riparian, and upland habitats. Her expertise includes Endangered Species Act implementation under Section 7 and Section 10, large-scale regional conservation planning, and partnerships with federal agencies, local jurisdictions, and regional partners. She has served for over a decade as the CFWO's partnership liaison with the San Diego Association of Governments (SANDAG), completing Section 7 consultations and supporting project implementation across a broad range of transportation and habitat restoration projects. She has also spent years in partnership with multiple Caltrans districts throughout Southern California. She has led several large-scale consultations with the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the Federal Transit Administration, and the Federal Railroad Administration. She has recently taken over implementation of three Habitat Conservation Plans in Orange County: the Central-Coastal HCP, the Southern Subregion HCP, and the OCTA Measure M2 HCP.

In addition to Section 7 and Section 10 implementation, Lauren is the lead CFWO biologist for recovery and conservation of the federally endangered light-footed Ridgway's rail. This year, Lauren has been leading and implementing a new range-wide population monitoring protocol that will help inform recovery progress and conservation priorities for the species range-wide. She is also a lead biologist for the LFRR captive breeding program in partnership with the Living Coast Discovery Center, SeaWorld San Diego, and the San Diego Zoo Wildlife Alliance.



**Recommended Environmental Oversight Committee
2026 Roster**

Chairman Mark Tetterer
OCTA Board of Directors
Council Member, 3rd District

Joe Navari
Acquisition Manager
California Wildlife Conservation Board

Vice Chair Melanie Schlotterbeck
Conservation Consultant
Hills for Everyone

Michael Neben
Representative
Taxpayer Oversight Committee

Jeniffer (Jenny) Aleman-Zometa
Senior Project Manager
US Army Corps of Engineers

Alben Phung
Branch Chief, Senior Environmental
Scientist, Environmental Analysis,
Specialist Branch
California Department of Transportation,
District 12

Jamey M. Federico
OCTA Board of Directors
Council Member, 5th District

Dan Silver
Chief Executive Officer
Endangered Habitats League

Janet Fordunski*
Public Member

Lauren Kershek*
Fish and Wildlife Biologist
US Fish and Wildlife Service

Jennifer Turner
Senior Environmental Scientist
CA Department of Fish & Wildlife

Derek McGregor
Public Member

*Recommended new members



June 1, 2026

To: Executive Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Membership Appointments for the Measure M2 Environmental Cleanup Allocation Committee

Overview

As part of the Measure M2 Environmental Cleanup Program, the Measure M2 Ordinance No. 3 requires a 14-member Environmental Cleanup Allocation Committee to make recommendations to the Orange County Transportation Authority Board of Directors on the allocation of revenues for transportation-related water quality programs. The current three-year terms for all members will expire on June 30, 2026. Twelve of the existing committee members have expressed their desire to continue to serve, and replacements are recommended for two open seats.

Recommendations

- A. Approve the reappointment of current committee members serving on the Measure M2 Environmental Cleanup Allocation Committee for an additional three-year term.
- B. Appoint two committee members to replace outgoing members on the Measure M2 Environmental Cleanup Allocation Committee.

Background

The Environmental Cleanup Program (ECP), Project X, provides Measure M2 (M2) revenues to local jurisdictions to help improve overall water quality in Orange County from transportation-generated pollution. Funds are allocated on a countywide competitive basis and are intended to supplement, not supplant, existing transportation-generated water quality programs. Consistent with the Orange County Transportation Authority's (OCTA) M2 Ordinance No. 3 (M2 Ordinance), these grants are awarded to priority projects improving water quality that have a nexus to transportation-related pollution.

The ECP was launched in fall 2007 with the creation of the Environmental Cleanup Allocation Committee (ECAC). The ECAC is responsible for developing the guidelines for the administration of the program and making funding recommendations for consideration and approval by the OCTA Board of Directors (Board). The M2 Ordinance defines the role and composition of the ECAC, a 14-member committee that includes one representative from the County of Orange, the California Department of Transportation (Caltrans), the development industry, the scientific/academic community, and a private or non-profit organization involved in environmental and water quality protection/enforcement matters (Attachment A). The ECAC also includes a city representative from each of the five supervisorial districts and two representatives from a water or wastewater public entity. In addition, a representative from the Santa Ana Regional Water Quality Control Board and the San Diego Regional Water Quality Control Board are designated to serve on the ECAC as non-voting members.

Discussion

The M2 Ordinance requires the Board to appoint ECAC members. Terms of service are three years, with no term limits. The committee members representing the Santa Ana Regional Water Quality Control Board and Caltrans have chosen not to seek reappointment for the ECAC and candidates for those seats have been recommended.

The water quality control boards and Caltrans are required to each have a representative serving on the ECAC. As routinely done in the past when filling vacant agency seats, OCTA requested a recommendation from the specific agency. Both agencies made the following recommendations: Emily Yagi, Water Resource Control Engineer for the San Diego Water Board and Arvin Cuevas, Branch Chief, National Pollutant Discharge Elimination System Unit, Division of Environmental Analysis. Ms. Yagi is a civil/structural engineer with more than ten years of experience in design, construction, and regulatory compliance of development in environmentally sensitive areas. Mr. Cuevas brings more than 25 years of experience in transportation engineering and environmental compliance.

The remaining 12 existing ECAC members have expressed a desire to continue to serve on the committee for an additional three-year term. The recommended ECAC roster is enclosed (Attachment B).

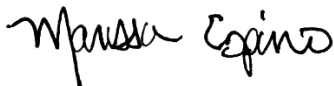
Summary

The three-year term for members of the M2 ECAC will end on June 30, 2026. There are no term limits. Twelve existing committee members have expressed interest in serving another term and are being recommended for reappointment, and replacements are recommended for the two open seats.

Attachments

- A. Orange County Local Transportation Authority Ordinance No. 3 July 24, 2006 (pages B-17 and B-18)
- B. Recommended Environmental Cleanup Allocation Committee 2026 Roster

Prepared by:



Marissa Espino
Section Manager III,
Public Outreach
714-560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
714-560-5824

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY

ORDINANCE NO. 3

JULY 24, 2006

AMENDED:

November 9, 2012
November 25, 2013
December 14, 2015 (*corrected March 14, 2016*)
June 22, 2020
May 24, 2021

Orange County Local Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584
Tel: (714) 560-6282

1 designing Community Based Transit/Circulators projects to provide effective and user-
2 friendly transit connections to countywide bus transit and Metrolink services.

3 2. To be eligible to receive Net Revenues for Community Based
4 Transit/Circulators projects, an Eligible Jurisdiction must execute a written agreement with
5 the Authority regarding the respective roles and responsibilities pertaining to construction,
6 ownership, operation and maintenance of the Community Based Transit/Circulators project.

7 3. Allocations of Net Revenues shall be determined pursuant to a
8 countywide competitive procedure adopted by the Authority. This procedure shall include
9 an evaluation process and methodology applied equally to all candidate Community Based
10 Transit/Circulator projects. Eligible Jurisdictions shall be consulted by the Authority in the
11 development of the evaluation process and methodology.

12 4. An Eligible Jurisdiction may contract with another entity to
13 perform all or part of a Community Based Transit/Circulators project.

14 VII. ALLOCATION OF NET REVENUES; ENVIRONMENTAL CLEANUP
15 PROGRAMS/PROJECTS.

16 A. An Eligible Jurisdiction may contract with any other public entity to
17 perform all or any part of an Environmental Cleanup project.

18 B. Allocation Committee.

19 1. The Allocation Committee shall not include any elected public
20 officer and shall include the following twelve (12) voting members:

21 (i) one (1) representative of the County of Orange;

22 (ii) five (5) representatives of cities, subject to the
23 requirement for one (1) representative for the cities in each supervisorial district;

24 (iii) one (1) representative of the California Department of
25 Transportation;

26 (iv) two (2) representatives of water or wastewater public
27 entities;

28 (v) one (1) representative of the development industry;

1 (vi) one (1) representative of the scientific or academic
2 community;

3 (vii) one (1) representative of private or non-profit
4 organizations involved in environmental and water quality protection/enforcement matters;

5 In addition, one (1) representative of the Santa Ana Regional Water
6 Quality Control Board and one (1) representative of the San Diego Regional Water Quality
7 Control Board shall be non-voting members of the Allocation Committee.

8 2. The Allocation Committee shall recommend to the Authority for
9 adoption by the Authority the following:

10 a. A competitive grant process for the allocation of
11 Environmental Cleanup Revenues, including the highest priority to capital improvement
12 projects included in a Watershed Management Area. The process shall give priority to
13 cost-effective projects and programs that offer opportunities to leverage other funds for
14 maximum benefit.

15 b. A process requiring that Environmental Cleanup
16 Revenues allocated for projects and programs shall supplement and not supplant funding
17 from other sources for transportation related water quality projects and programs.

18 c. Allocation of Environmental Cleanup Revenues for
19 proposed projects and programs.

20 d. An annual reporting procedure and a method to assess
21 the water quality benefits provided by completed projects and programs.

22
23
24
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27
28



**Recommended Environmental Cleanup
Allocation Committee 2026 Roster**

Chairman Garry Brown

Executive Director & Chief Executive Officer
Orange County Coastkeeper

Joe Ames (5th District)

Assistant City Manager
City of Laguna Hills

Matt Collings

Assistant General Manager
Moulton Niguel Water District

Arvin Cuevas*

Branch Chief, NPDES Unit
Division of Environmental Analysis
Caltrans

Tyler Holst

Senior Vice President of Infrastructure
Engineering
Rancho Mission Viejo, LLC

Gaurav Rajen (Raj)

Water Resource Control Engineer
Santa Ana Regional Water Quality Control
Board

Danny Kim

Associate Professor
California State University
Fullerton Department of Public Health

Lorrie Lausten

District Engineer
Trabuco Canyon Water District

Keith Linker (4th District)

Principal Civil Engineer, Dept. of Public
Works
City of Anaheim

Adolfo Ozaeta (1st District)

Assistant City Manager
City of Westminster

Debra Rose (3rd District)

City Manager
City of Lake Forest

Grant Sharp

Manager of the Environmental Monitoring
Division of OC Public Works
County of Orange

Alex Waite (2nd District)

Senior Management Analyst
Public Works and Engineering
City of Tustin

Emily Yagi*

Water Resource Control Engineer
San Diego Regional Water Quality Control
Board

*Recommended new members



June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Accessible Transit Advisory Committee Annual Update and Member Appointments

Overview

The Orange County Transportation Authority Board of Directors established the Accessible Transit Advisory Committee in 1992 to advise the Orange County Transportation Authority on the transportation needs of seniors and persons with disabilities. The member appointment status and a summary of the committee's activities during the past year are provided with this report.

Recommendation

Receive and file the Accessible Transit Advisory Committee status report.

Background

On January 13, 1992, the Orange County Transportation Authority (OCTA) Board of Directors (Board), concurrent with approving the OCTA 1992 Complementary Paratransit Plan as required by the Americans with Disabilities Act, established a standing citizens' committee, the Accessible Transit Advisory Committee (ATAC), to advise OCTA on the transportation needs of senior citizens and persons with disabilities.

Discussion

The ATAC's mission is to advise OCTA on the promotion of integrated public transit services and to improve communication between OCTA and seniors and customers with disabilities. The committee is composed of 34 members, appointed by the Board Members serve staggered three-year terms and may serve an unlimited number of terms. The committee meets quarterly at OCTA offices.

Over the past year, ATAC convened four times to provide input on a range of OCTA programs and initiatives. Notable topics reviewed and discussed included:

- Enhanced Mobility for Seniors and Individuals with Disabilities Program
- Marking and Tethering Program
- Mobility Management Services
- OC ACCESS Eligibility and Transit Support Services Contract
- OC ACCESS Operations
- OC ACCESS Service Area Map
- OC Streetcar
- Paratransit and Microtransit Software Procurement and Implementation
- Rear-loading Wheelchair Accessible Vehicle
- Reasonable Modifications for OC ACCESS
- Same-Day Taxi Program
- WAVE Fare Payment System
- Web Content Accessibility Guidelines 2.1

Recruitment for new and returning members began in March 2026. OCTA staff provided Board Members with information on current ATAC members seeking reappointment and any resignations. The recruitment process has now concluded. As of this report, Board Members have reappointed current members, appointed new members to begin terms on July 1, 2026, or have appointments pending (Attachment A).

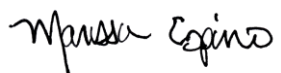
Summary

The ATAC continues to serve in a vital advisory and advocacy role on transit issues of importance for seniors and persons with disabilities throughout the year. Through regular engagement and thoughtful contributions, ATAC members have played an important role in supporting OCTA's mission over the past year. With the fiscal year 2026–27 recruitment process now complete, the Board has reappointed existing members and appointed new ones to ensure continued representation and advocacy.

Attachment

- A. Orange County Transportation Authority Accessible Transit Advisory Committee Roster Fiscal Year 2026-27

Prepared by:



Marissa Espino
Section Manager III,
Public Outreach
(714) 560-5607

Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

ATTACHMENT A

**Orange County Transportation Authority
 Accessible Transit Advisory Committee Roster
 Fiscal Year 2026-27
 (as of 5/11/2026)**

| District | Name | Affiliation | Expiration | Director |
|-----------------|---------------------|--|-------------------|------------------------|
| 1 | Appointment Pending | TBD | 2028 | Janet Nguyen |
| 1 | Appointment Pending | TBD | 2027 | Janet Nguyen |
| 1 | Maria Arellano | Stanton Resident | 2028 | Patrick Harper |
| 1 | Appointment Pending | TBD | 2029 | Patrick Harper |
| 1 | Appointment Pending | TBD | 2027 | Stephanie Klopfenstein |
| 1 | Appointment Pending | TBD | 2028 | Stephanie Klopfenstein |
| 2 | Alejandra Rodriguez | Santa Ana Resident | 2027 | Valerie Amezcua |
| 2 | Susana Cruz-Rios | Santa Ana Resident | 2029 | Valerie Amezcua |
| 2 | Arturo Cazares | Regional Center of Orange County | 2028 | Kathy Tavoularis |
| 2 | Raymond Bueche | Coordinator of Transition Services, Saddleback Valley Unified School District | 2027 | Kathy Tavoularis |
| 2 | Marlene Alcaraz | Santa Ana Resident | 2029 | Vicente Sarmiento |
| 2 | Cesar Hernandez | Transportation Solutions | 2027 | Vicente Sarmiento |
| 3 | Richard King | Committee for Persons with Disabilities, Fountain Valley | 2027 | Donald P. Wagner |
| 3 | Appointment Pending | TBD | 2029 | Donald P. Wagner |
| 3 | Ken Montgomery | Irvine Resident | 2028 | William Go |
| 3 | Claudia Harris | County of Orange Office on Aging | 2029 | William Go |
| 3 | Sue Lau | Polio Survivors Plus, AARP | 2029 | Mark Tettermer |
| 3 | Nelly Gomez | Dayle McIntosh Center | 2028 | Mark Tettermer |

**Orange County Transportation Authority
 Accessible Transit Advisory Committee Roster
 Fiscal Year 2026-27
 (as of 5/11/2026)**

| District | Name | Affiliation | Expiration | Director |
|----------------------|---------------------|--|-------------------|-------------------|
| 4 | Jill Berner | Brea Resident | 2028 | Doug Chaffee |
| 4 | Paul Miller | Disability Support Services, Emeritus California State University, Fullerton | 2027 | Doug Chaffee |
| 4 | Arnel Dino | Fullerton Resident | 2029 | Fred Jung |
| 4 | Daniel Kim | TBD | 2028 | Fred Jung |
| 4 | Appointment Pending | TBD | 2027 | Carlos A. Leon |
| 4 | Kristen Maahs | Anaheim Resident | 2029 | Carlos A. Leon |
| 5 | Michael Seyler | Mission Viejo Resident | 2027 | Jamey M. Federico |
| 5 | Sandra Stang | Housing and Transportation Committee / Senior Citizens Advisory Council | 2028 | Jamey M. Federico |
| 5 | Gracie Doran | Irvine Resident | 2028 | Katrina Foley |
| 5 | Lauren Becker | Braille Institute | 2029 | Katrina Foley |
| 5 | Elizabeth Arciniega | City of Newport Beach | 2029 | Lauren Kleiman |
| 5 | Russell Toler | Costa Mesa Resident | 2028 | Lauren Kleiman |
| Public Member | Appointment Pending | TBD | 2029 | Michael Hennessey |
| Public Member | Issac López | Advocate for Persons with Disabilities | 2027 | Michael Hennessey |
| Public Member | Appointment Pending | TBD | 2029 | Tam T. Nguyen |
| Public Member | Jonas DeVera | Orange Resident | 2028 | Tam T. Nguyen |



June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Citizens Advisory Committee Annual Update and Member Appointments

Overview

The Orange County Transportation Authority's Citizens Advisory Committee was established to provide feedback on significant transportation studies and projects, help identify opportunities for community input, and serve as a public liaison for the Orange County Transportation Authority. A summary of the committee's activities during the past year and the new member appointment status is provided with this report.

Recommendation

Receive and file the Citizens Advisory Committee status report.

Discussion

In its role as the county transportation commission, the Orange County Transportation Authority (OCTA) is required by Public Utilities Code (PUC) 130105 to appoint a Citizens Advisory Committee (CAC) to provide input on transportation projects, programs, services, and outreach activities. The PUC states that the commission shall "appoint...a citizens advisory committee, which membership shall reflect a broad spectrum of interests and all geographic areas of the county." Each member of the OCTA Board of Directors (Board) appoints two citizens, creating a 34-member committee that embodies diverse community perspectives.

To carry out the CAC's mission, ongoing responsibilities include:

- Commenting on significant transportation studies and projects, suggesting possible solutions, and making recommendations when appropriate
- Identifying opportunities for community input

- Recommending mechanisms and methodologies for obtaining public feedback on specific transportation issues
- Serving as a liaison between the public and OCTA

As an advisory committee, members' comments and suggestions help shape OCTA's services and communications to be responsive and user-friendly to the public. The wide range of viewpoints and interests represented by the membership also provides OCTA with an added sounding board for prospective programs and initiatives.

CAC input is communicated to the Board in a variety of ways. Members' feedback on projects and initiatives is incorporated as programs develop, which is often noted in project staff reports. As direct appointees of the Board, CAC members are also encouraged to communicate directly with their appointing Board Member.

Committee Activities – Fiscal Year Highlights

During the past fiscal year, the CAC met four times to review and provide feedback on a variety of OCTA programs. Topics included:

- Active Transportation
- Capital Projects
- Coastal Rail Stabilization Priority Project
- Coastal Rail Resiliency Study
- Fédération Internationale de Football Association World Cup 2026
- Long-Range Transportation Plan
- Los Angeles 2028 Olympic and Paralympic Games
- Measure M2 Ten-Year Review
- OC Streetcar
- OCTA's Fiscal Year 2026-27 Budget

Bicycle and Pedestrian Active Transportation Subcommittee

In 2011, the CAC formed a Bicycle and Pedestrian Active Transportation Subcommittee, which meets to review items and issues related specifically to active transportation.

This subcommittee met twice over the past year to review projects and provide feedback on integrating active transportation into the broader mobility network, with a focus on safety for both adults and youth.

Topics reviewed included:

- OCTA's Active Transportation Program
- Bikeways Connectivity Study
- Move OC Plan

Member Appointments

CAC members serve staggered two-year terms from July through June, with each Board Member appointing one new or returning member annually. Members may serve unlimited terms.

In February, members with terms expiring on June 30 were contacted regarding their interest in continuing to serve. In March, OCTA staff provided Board Members with details on current members seeking reappointment and any open vacancies.

The recruitment process for fiscal year 2026–27 is now complete. Board Members have either reappointed existing CAC members, appointed new members to begin service on July 1, 2026, or have appointments pending (Attachment A).

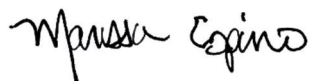
Summary

The CAC plays a vital role in OCTA's efforts to incorporate public feedback into the agency's transportation decision-making process. Over the past year, CAC members have provided meaningful input on a range of transportation topics. With the upcoming term appointments now finalized, the committee is well positioned to continue supporting OCTA's mission through community engagement and advocacy.

Attachment

- A. Orange County Transportation Authority Citizens Advisory Committee Roster Fiscal Year 2026-27

Prepared by:



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Public Outreach
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Approved by:



Maggie McJilton
Executive Director,
People and Community Engagement
(714) 560-5824

ATTACHMENT A**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2026-27
(as of 5/11/2026)**

| District | Name | Affiliation | Expiration | Director |
|-----------------|---------------------|-------------------------------|-------------------|------------------------|
| 1 | Pat Caitlin | Garden Grove Resident | 2027 | Janet Nguyen |
| 1 | Appointment Pending | TBD | 2028 | Janet Nguyen |
| 1 | Jim Cuneen | Fountain Valley City Council | 2027 | Patrick Harper |
| 1 | Paul Adams | Santa Ana Resident | 2028 | Patrick Harper |
| 1 | Appointment Pending | TBD | 2027 | Stephanie Klopfenstein |
| 1 | Appointment pending | TBD | 2028 | Stephanie Klopfenstein |
| 2 | Mario Alvarado | Santa Ana Resident | 2027 | Valerie Amezcua |
| 2 | Lorena Vidaurri | Santa Ana Resident | 2028 | Valerie Amezcua |
| 2 | Brendon Moeller | Orange Resident | 2027 | Kathy Tavoularis |
| 2 | Chrystal Denning | Orange Resident | 2028 | Kathy Tavoularis |
| 2 | Carah Reed | Santa Ana Resident | 2027 | Vicente Sarmiento |
| 2 | Appointment Pending | TBD | 2028 | Vicente Sarmiento |
| 3 | Appointment Pending | TBD | 2027 | Donald P. Wagner |
| 3 | Steve Kozak | Tustin Planning Commission | 2028 | Donald P. Wagner |
| 3 | Ken Montgomery | Irvine Resident | 2027 | William Go |
| 3 | Alexander Mohajer | Irvine Resident | 2028 | William Go |
| 3 | Karalee Darnell | Yorba Linda Resident | 2027 | Mark Tettemer |
| 3 | Roy Shahbazian | California Community Colleges | 2028 | Mark Tettemer |

**Orange County Transportation Authority
Citizens Advisory Committee
Roster Fiscal Year 2026-27
(as of 5/11/2026)**

| District | Name | Affiliation | Expiration | Director |
|----------------------|---------------------|---|-------------------|-------------------|
| 4 | Hui Rorabaugh | La Habra Resident | 2027 | Doug Chaffee |
| 4 | Appointment Pending | TBD | 2028 | Doug Chaffee |
| 4 | Jamie Valencia | Fullerton City Council | 2027 | Fred Jung |
| 4 | Jose Castaneda | Fullerton Resident | 2028 | Fred Jung |
| 4 | Appointment Pending | TBD | 2027 | Carlos A. Leon |
| 4 | Appointment Pending | TBD | 2028 | Carlos A. Leon |
| 5 | John Kinney | Laguna Niguel Traffic and Transportation Commission | 2027 | Jamey M. Federico |
| 5 | David Wheeler | Laguna Hills City Council | 2028 | Jamey M. Federico |
| 5 | Ester Ocampo | Unidos South OC | 2027 | Katrina Foley |
| 5 | Susan Seely | Newport Beach Resident | 2028 | Katrina Foley |
| 5 | Tanya Doby | Los Alamitos Resident | 2027 | Lauren Kleiman |
| 5 | Cord Bauer | San Clemente Resident | 2028 | Lauren Kleiman |
| Public Member | Tyler Holst | Civil Engineer | 2027 | Michael Hennessey |
| Public Member | Appointment Pending | TBD | 2028 | Michael Hennessey |
| Public Member | Kristen Jasko | Cal State Fullerton | 2027 | Tam T. Nguyen |
| Public Member | Appointment Pending | TBD | 2028 | Tam T. Nguyen |



June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of January 2026 through March 2026

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned to the right of the "From:" field.

Overview

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

Recommendation

Receive and file as an information item.

Background

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

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

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

Discussion

This quarterly report (Attachment A) reflects activities and progress across all M2 programs for the period of January 1, 2026, through March 31, 2026. 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 (LFS) and Senior Mobility Program (SMP) payments made to cities during the quarter is also included.

OCTA has established the M2 Program Management Office (PMO), charged with providing unified oversight to ensure compliance, fiscal responsibility, transparency, and accountability as laid out in the M2 Ordinance and Plan. Attachment A also includes a summary of PMO activities.

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

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 17 project segments are completed, and another ten are underway and expected to be completed by 2030. The ten project segments that are underway include seven projects that are in construction, two that are in final design, and a joint project with the Riverside County Transportation Commission that will be delivered via progressive design-build. The joint project – the 91 Eastbound Corridor Operations Project – will improve State Route 91 (SR-91) eastbound between State Route 241 and State Route 71. Completing these ten projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. One notable freeway program highlight that occurred during the quarter is below.

- Interstate 5 (I-5) between Interstate 405 (I-405) and State Route 55 (SR-55) – This project is comprised of two segments. The southerly segment, from I-405 to Yale Avenue, was advertised for construction on August 18, 2025, and bids were opened on November 18, 2025. The contract was awarded on January 29, 2026, with a bid approximately 18.5 percent below the engineer’s estimate. On January 23, 2026, a groundbreaking event was held, marking the start of construction in the corridor. On February 9, 2026, an update was presented to the Board

providing information on project background, improvements, along with schedule and costs for both segments (Project B).

Streets and Roads

Since 2011, more than \$1.3 billion¹ has been allocated to local jurisdictions for transportation improvements through M2 streets and roads programs, which include two competitive and one formula-based funding programs. In addition, OCTA was able to leverage nearly \$53.9 million in external funding to support these programs. To date, 509 project phases have been allocated through M2 competitive streets and roads funding programs, of which 363 phases, or approximately 71 percent, have been completed.

- Through the LFS Program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, more than \$25.7 million was disbursed, bringing the total provided through March 2026 to approximately \$861 million.¹ (Project Q)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for 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 Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening service to better accommodate evolving travel patterns, including alternative work schedules. Compared to the same quarter last year, ridership levels on all three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) increased by approximately seven percent but remain 35 percent lower compared to the same quarter in fiscal year (FY) 2018-19 (used as a pre-pandemic data set).

More recently, Metrolink has experienced operational challenges related to mechanical issues. On March 23, 2026, Metrolink implemented a temporary seven-week service reduction, resulting in a 14 percent reduction in Orange County service levels. On April 27, 2026, Metrolink announced that the reduced service levels would remain in place indefinitely. The three Metrolink lines serving Orange County currently operate 50 weekday trains, down from 58 prior to March 23, 2026. Additional Metrolink challenges are discussed in the challenges section of this report.

¹ Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink (\$298,333 to date), community-based transit circulators (\$81.1 million to date), and transit stop improvements (\$2.9 million to date). In addition, M2 provides a set amount of funding to support three programs (SMP, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program), intended to expand mobility options for seniors and persons with disabilities (\$159.3 million² to date). Other notable transit program activities from the quarter are highlighted below.

- Community-Based Transit Circulators – A ridership report covering April 2025 through September 2025 was provided to the Board on February 12, 2026. The report noted that nearly all 21 services in operation successfully met the cost per boarding, on-time performance, 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.

Since 2011, the ECP has allocated approximately \$66.6 million to local jurisdictions for 224 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 91.7 million gallons of trash have been captured since the inception of the program, which equates to over 16,200 trash truck loads of garbage that could have been deposited in Orange County streams and waters. On March 9, 2026, the Board released the 2026 call for projects. Programming recommendations are anticipated in fall 2026. (Project X)

Additionally, the Board has authorized \$55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres and funded 13 projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an endowment that is being established. OCTA has made ten deposits of approximately \$2.9 million

² Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

into the endowment. As of March 2026, the balance of the endowment was \$38,797,315. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in 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 ten-year comprehensive review of all projects and programs. While the Next 10 Delivery Plan (Next 10 Plan) is focused on Plan delivery, the Ten-Year Review focuses on Plan performance. The first Ten-Year Review was completed in 2015, and the second report and accompanying Action Plan were approved by the Board on April 27, 2026. Staff is working to implement the Action Plan, and progress will be reported through regular M2 Quarterly Reports and at key milestones.

Challenges

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

- Active management of Metrolink operations and capital rehabilitation projects is necessary to ensure sustainability through 2041. Due to ongoing mechanical issues and equipment availability, service reductions were implemented on March 23, 2026, resulting in a 14 percent reduction in Orange County and 20 percent systemwide. These reductions have resulted in ridership declines of approximately five percent in Orange County and eight percent systemwide, further impacting farebox revenues and cost recovery. Metrolink ridership recovery continues to struggle, compounding broader financial challenges amid rising operating and rehabilitation costs. Without improvements in ridership growth, cost containment, or additional external funding, the 2025 Next 10 Plan projects that current service levels cannot be sustained beyond FY 2033-34. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies, assess impacts to Orange County riders, and keep the Board informed as conditions evolve.
- Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego – San Luis Obispo Rail Corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure.

The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located within Orange County, this rail corridor is vital for Metrolink and state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and is part of the Strategic Rail Corridor Network that supports national defense operations. In partnership with key stakeholders, a comprehensive plan to integrate engineering and sand nourishment solutions was developed to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. To address the ongoing threats to a critical link in Southern California's rail network, emergency riprap repair activities in two of the four reinforcement areas were completed in June 2025. During the quarter, work continued to construct a catchment structure to protect the rail infrastructure from potential slope failure. Additional work to protect the rail line on the remaining segment continues with parallel efforts underway for sand nourishment. Updates will be provided to the Board as appropriate.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

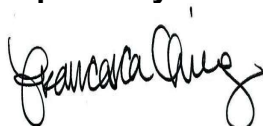
Summary

A quarterly report covering activities from January 2026 through March 2026, 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 2025 - 26, January 1, 2026 through March 31, 2026

Prepared by:



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Approved by:



Rose Casey
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MEASURE M2 QUARTERLY PROGRESS REPORT



Third Quarter of Fiscal Year 2025–26
January 1, 2026 through March 31, 2026

Third Quarter Highlights:

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





OCTA

MEASURE M2 PROGRESS REPORT

SUMMARY

On November 7, 2006, Orange County voters, by a margin of nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from January 1, 2026, through March 31, 2026, is provided to update progress in implementing the Plan. To be cost-effective and to facilitate accessibility and transparency of information to stakeholders and the public, M2 progress reports are available on the Orange County Transportation Authority (OCTA) website.



The cover photo is from the groundbreaking event for the Interstate 5 Improvement Project, between Interstate 405 and State Route 55, held on January 23, 2026. This project will be built in two segments and will improve mobility and safety in the corridor through the cities of Irvine and Tustin. Both segments are anticipated to be opened to traffic in 2030.








MEASURE M2 PROGRESS REPORT

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MEASURE M2 PROJECT SCHEDULES

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









Measure M2 Projects and Programs

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 |
|---|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| A I-5, SR-55 to SR-57 | [Green bar] | | | | | | | | | | | | | | | | |
| B I-5, I-405 to Yale Avenue | [Green bar] | | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] |
| B I-5, Yale Avenue to SR-55 | [Green bar] | | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] | [Blue bar] |
| C,D I-5, Avenida Pico to Avenida Vista Hermosa/ Avenida Pico Interchange | Completed in 2018 | | | | | | | | | | | | | | | | |
| C I-5, Avenida Vista Hermosa to Pacific Coast Highway | Completed in 2017 | | | | | | | | | | | | | | | | |
| C I-5, Pacific Coast Highway to San Juan Creek Road | Completed in 2018 | | | | | | | | | | | | | | | | |
| C,D I-5, SR-73 to Oso Parkway/ Avery Parkway Interchange | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| C,D I-5, Oso Parkway to Alicia Parkway/ La Paz Road Interchange | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| C I-5, Alicia Parkway to El Toro Road | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| D I-5, El Toro Road Interchange (Further Schedule TBD) | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| D I-5, Ortega Highway Interchange | Completed in 2016 | | | | | | | | | | | | | | | | |
| E SR-22, Access Improvements | Completed in 2008 | | | | | | | | | | | | | | | | |
| F SR-55, I-405 to I-5 | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| F SR-55, I-5 to SR-91 | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| G SR-57 NB, Orangewood Avenue to Katella Avenue | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| G SR-57 NB, Katella Avenue to Lincoln Avenue | Completed in 2015 | | | | | | | | | | | | | | | | |
| G SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard | Completed in 2014 | | | | | | | | | | | | | | | | |
| G SR-57 NB, Yorba Linda Boulevard to Lambert Road | Completed in 2014 | | | | | | | | | | | | | | | | |
| G SR-57 NB, Lambert Road to Orange/Los Angeles County Line (Further Schedule TBD) | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| H SR-91 WB, I-5 to SR-57 | Completed in 2016 | | | | | | | | | | | | | | | | |
| I SR-91 WB, SR-55 to Tustin Avenue Interchange | Completed in 2016 | | | | | | | | | | | | | | | | |
| I SR-91, SR-55 to Lakeview Avenue | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| I SR-91, La Palma Avenue to SR-55 | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |
| I SR-91, Acacia Street to La Palma Avenue | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] | [Green bar] |

Project schedules are based on phase start dates. Shown schedules are subject to change.
 1 Projects managed by local agencies
 See <https://octa.net/programs-projects/programs/measure-m/programs-projects#/schedule>
 for full project schedules.




MEASURE M2 PROJECT SCHEDULES

| Measure M2 Projects and Programs | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | |
|----------------------------------|---|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| J | SR-91, SR-55 to SR-241 | Completed in 2013 | | | | | | | | | | | | | | | | | |
| J | SR-91 EB, SR-241 to SR-71 | Completed in 2011 | | | | | | | | | | | | | | | | | |
| J | SR-91, SR-241 to Orange/Riverside County Line (Led by RCTC) |  | | | | | | | | | | | | | | | | | |
| K | I-405, SR-73 to I-605 |  | | | | | | | | | | | | | | | | | |
| L | I-405, I-5 to SR-55 (Further Schedule TBD) | Environmental Completed in 2018 | | | | | | | | | | | | | | | | | |
| M | I-605, Katella Avenue Interchange |  | | | | | | | | | | | | | | | | | |
| O | Kraemer Boulevard Grade Separation (Placentia) | Completed in 2014 | | | | | | | | | | | | | | | | | |
| O | Lakeview Avenue Grade Separation (Anaheim/Placentia) | Completed in 2017 | | | | | | | | | | | | | | | | | |
| O | Orangethorpe Avenue Grade Separation (Anaheim/Placentia) | Completed in 2016 | | | | | | | | | | | | | | | | | |
| O | Placentia Avenue Grade Separation (Placentia) | Completed in 2014 | | | | | | | | | | | | | | | | | |
| O | Raymond Avenue Grade Separation (Fullerton) ¹ | Completed in 2018 | | | | | | | | | | | | | | | | | |
| O | State College Boulevard Grade Separation (Fullerton) ¹ | Completed in 2018 | | | | | | | | | | | | | | | | | |
| O | Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia) | Completed in 2016 | | | | | | | | | | | | | | | | | |
| R | Sand Canyon Grade Separation (Irvine) | Completed in 2016 | | | | | | | | | | | | | | | | | |
| R | Rail-Highway Grade Crossing Safety Enhancement | Completed in 2011 | | | | | | | | | | | | | | | | | |
| R | San Clemente Beach Trail Safety Enhancements | Completed in 2014 | | | | | | | | | | | | | | | | | |
| R | Anaheim Canyon Metrolink Station Improvements |  | | | | | | | | | | | | | | | | | |
| R | Fullerton Transportation Center Improvements |  | | | | | | | | | | | | | | | | | |
| R | Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps | Completed in 2017 | | | | | | | | | | | | | | | | | |
| R | Orange Transportation Center Metrolink Parking Structure |  | | | | | | | | | | | | | | | | | |
| R | Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD) | Design Completed in 2017 | | | | | | | | | | | | | | | | | |
| R | San Clemente Pier Station Lighting | Completed in 2017 | | | | | | | | | | | | | | | | | |
| R | Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project |  | | | | | | | | | | | | | | | | | |
| R | Tustin Metrolink Station Parking Structure | Completed in 2011 | | | | | | | | | | | | | | | | | |
| R,T | Anaheim Regional Transportation Intermodal Center (ARTIC) ¹ | Completed in 2014 | | | | | | | | | | | | | | | | | |
| S | OC Streetcar |  | | | | | | | | | | | | | | | | | |

Project schedules are based on phase start dates. Shown schedules are subject to change.
¹ Projects managed by local agencies
 See <https://octa.net/programs-projects/programs/measure-m/programs-projects#/schedule> for full project schedules.



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 2025 M2 revenue forecast is \$13.2 billion, which is a \$800 million (-5.7 percent) year-over-year decrease from the 2024 forecast. | While the 2025 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 16 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections. | Staff will continue to monitor sales tax revenue receipts to ensure 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 2025 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 fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates an uptick in inflationary pressures in 2026, 2027, and 2028. This is due to a rise in building permits, California unemployment rates, and construction wages. Additionally, all construction material costs have increased. | The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year lookahead. OCTA will continue to monitor bid results and market conditions affecting project costs. |



MEASURE M2 PROGRESS REPORT

| Delivery Risk | Explanation | Proposed Action |
|---|--|---|
| <p>4</p> <p>Schedule and scope changes on capital projects that impact delivery and project costs.</p> | <p>Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.</p> | <p>OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.</p> |
| <p>5</p> <p>Support Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.</p> | <p>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. Without changes in service levels, ridership growth, and operations and rehabilitation costs, the current service cannot be sustained beyond FY 2033-34.</p> | <p>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) helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies and assess impacts to Orange County riders.</p> |
| <p>Resource</p> | | |
| <p>6</p> <p>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.</p> | <p>The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.</p> | <p>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.</p> |




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 resoration projects that have not been completed and approved by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies). Additionally, 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. External funding SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, Transit Intercity Rail Capital Program (TIRCP), and Consolidated Rail Infrastructure and Safety Improvements Grant Program is helping implement immediate protective measures to protect the rail infrastructure in south Orange County. Additionally, OCTA is leading a planning study to identify immediate as well as near- and mid-term solutions. |
| Regulatory | | | |
| 9 | Changing federal and state directives could affect M2 freeway project approvals. | Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. | The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery. |



OCTA

MEASURE M2 PROGRESS REPORT

NEXT 10 DELIVERY PLAN

Contact: Francesca Ching, M2 PMO Manager • (714) 560-5625

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

On December 8, 2025, the Board adopted the 2025 Next 10 Plan, which spans fiscal year (FY) 2025-26 through FY 2034-35. The update incorporated the \$13.2 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 2025 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 funding allocations to local jurisdictions through competitive and formula funding programs.

1. Deliver 11 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 11 projects to be delivered through construction by FY 2034-35. Of the 11 projects to be delivered, seven are in construction, two are in final design, one project is in the environmental phase, and a joint project with the Riverside County Transportation Commission (RCTC), was advertised as a progressive design-build contract. The joint project will improve SR-91 eastbound between SR-241 and SR-71 (also known as the SR-91 East Corridor Operations Project). Completion of these projects will bring the total number of completed projects to 28 by 2033, which equates to approximately 93 percent of the M2 Freeway Program. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- SR-91, La Palma Avenue to SR-55 – Advertise for Construction
- SR-91 Eastbound Corridor Operations Project – Award Progressive Design-Build Contract

2. Prepare remaining freeway improvement projects for delivery (Projects A-M).

The two remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2028, making them shelf-ready for further advancement. The remaining projects include 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.



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MEASURE M2 PROGRESS REPORT

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 December 2025, OCTA has awarded approximately \$594.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) annual calls. Additionally, approximately \$861 million¹ in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On September 8, 2025, the Board authorized the 16th call for projects (call) to support local streets and roads improvement projects throughout Orange County. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in CTFP guidelines, projects will be prioritized for Board consideration in spring 2026. For more details, see the project updates on [page 21](#) and [page 23](#).

¹ Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Upcoming activities:

- Project O and P – Programming recommendations for the 16th call

4. Maintain Metrolink service (Project R).

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

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. In October 2024, Metrolink implemented Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening train service to better accommodate evolving travel patterns. However, on March 23, 2026, Metrolink implemented a seven-week temporary service reduction due to ongoing mechanical issues, resulting in a 14 percent reduction in service. The three lines serving Orange County currently operate 50 weekday trains, down from 58 prior to March 23, 2026. Metrolink ridership recovery continues to struggle, impacting farebox revenues and cost recovery, while operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, service cannot be sustained beyond FY 2033-34. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget process. OCTA will continue to actively engage with Metrolink and the other member agencies and monitor impacts to Orange County riders. For more details, see project updates on [page 27](#).



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MEASURE M2 PROGRESS REPORT

Railroad track stabilization in south Orange County remains a major focus to ensure continued Metrolink operations. While emergency work has kept the rail line open, longer-term solutions are needed to provide reliable rail service. A planning study is underway with key stakeholders, to evaluate immediate, near-, and mid-term solutions to protect the rail line in place, while a separate study will assess potential long-term solutions, which may include relocation. The California State Transportation Agency has committed to lead the long-term study to support 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](#).

Additionally, OCTA remains committed to advancing the development of the Placentia Metrolink Station Project. However, project advancement beyond the environmental phase is dependent on a shared-use agreement between Metrolink and BNSF prior to advertisement and construction, as well as Metrolink’s long-term fiscal sustainability and ability to support continued operations. For more details, see project updates on [page 29](#).

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

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include continued overhead contact system (OCS) adjustments, construction of the Maintenance and Storage Facility (MSF) interior, and testing of the vehicles. For more details, see the project updates on [page 32](#).

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$159.4 million² 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.

² Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

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](#).



MEASURE M2 PROGRESS REPORT

7. Work with local agencies to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Since inception, OCTA has approved 50 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. To date, 17 projects are active, three are planned, 13 have been cancelled (primarily due to low ridership), and 17 have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on [page 35](#).

8. Continue to improve the top 100 busiest transit stops to enhance the customer experience (Project W).

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 94 improvements have been completed, 18 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see the program updates on [page 36](#).

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

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 13 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To protect the Preserves in perpetuity, a non-wasting endowment was established. To date, OCTA has made ten annual deposits of approximately \$2.9 million. As of March 31, 2026, the balance of the endowment was \$38,797,315. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 38](#).



MEASURE M2 PROGRESS REPORT

10. Work with the Environmental Cleanup Allocation Committee (ECAC) to develop the next tiers of water quality programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of the Environmental Cleanup Program (ECP {Project X}).

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has awarded approximately \$43.4 million in funding for 241 Tier 1 projects through 15 calls and approximately \$34.9 million for 26 Tier 2 projects through three calls. On March 9, 2026, the Board released the 16th Tier 1 call. Applications are due on May 7, 2026. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in fall 2026. For more details, see the program updates on [page 37](#).

Upcoming activities:

- Project X Tier 1 – Programming recommendations for the 16th 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 in May 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. Each segment was combined with the Caltrans Multi-Asset project during the design phase.

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

Status: Construction Underway – Two 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 third quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The project was advertised for construction on August 18, 2025; bids were opened on November 18, 2025, and the construction contract was awarded on January 29, 2026. This quarter, the contractor began submitting various submittals for review and approval by the construction management team.

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

Status: Construction Underway – Three 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

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baseline schedule established in the second quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. Construction began on December 10, 2025. This quarter, the contractor began pre-construction activities to prepare the area for construction.

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. 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. The project was officially completed on August 23, 2018, and plant establishment was completed in January 2021.



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. 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. The project was officially completed on July 31, 2017, and plant establishment was completed in May 2018.



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. The total cost is measured against an amended baseline cost established in





FREWAYS

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. The project was officially completed on July 3, 2018, and plant establishment was completed in March 2019.

I-5, SR-73 to El Toro Road is one project broken into three segments. The final ED and PR for all three segments were approved on May 6, 2014. Improvements for the three segments opened to traffic in March 2025. A separate landscape contractor began plant establishment efforts for all three segments on June 10, 2025, with completion anticipated by December 2026.

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

Status: PROJECT COMPLETE

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

Summary: This project added a general-purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstructed the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. Construction began on January 15, 2020, and was completed on July 30, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20.



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

Status: PROJECT COMPLETE

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

Summary: This project added a general-purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019, and was completed on December 19, 2024. The total cost is measured against an amended baseline cost established in FY 2014-15; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19.



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

Status: PROJECT COMPLETE

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

Summary: This project added a general-purpose lane in the southbound direction (approximately 1.7 miles) and extended the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. Construction began on October 13, 2020, and was completed on July 9, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. This quarter, the contractor continued slope erosion control and staff continued project closeout activities.



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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, and plant establishment was completed in August 2019.



Segment: I-5, El Toro Road Interchange

Status: Environmental Phase Two Underway – 90 Percent Complete

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

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment into the environmental process. The environmental phase was reinitiated in January 2023 to incorporate feedback from the cities on the proposed alternatives. The forecasted cost and schedule are measured against an amended baseline cost and schedule established in the fourth quarter of FY 2022-23. This quarter, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, preliminary design, and environmental phase studies.



FREWAYS

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 – 68 Percent Complete

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

Summary: This project will add a general-purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2017-18; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2021-22. Construction began on August 10, 2022. This quarter, work continued with roadway, retaining wall, bridge widening, electrical, and drainage construction activities.

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

Status: Design Phase Underway – 90 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 submitted the structures design package to Caltrans for review and received comments. Right-of-way (ROW) and utility relocation activities are underway.



FREWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Construction Underway – Nine 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 second quarter of FY 2025-26; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. Construction began on October 13, 2025. This quarter, the contractor began preparation of the soil for bridge widening. The construction team also coordinated with several regulatory agencies to begin pile driving in the Santa Ana River next quarter.

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, and plant establishment was completed in June 2021.



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, and plant establishment was completed in July 2022.





FREEWAYS

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

Status: PROJECT COMPLETE

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



Summary: This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general-purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The total cost is measured against an amended baseline cost established in the second quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on May 2, 2014, and the plant establishment was completed in July 2022.

Segment: SR-57 Northbound, Lambert Road to Orange/Los Angeles County Line

Status: Environmental Phase Underway – Eight Percent Complete

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

Summary: The proposed project includes 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, opened to traffic in December 2023, and construction was completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). Caltrans approved the final PSR-PDS in October 2025 and is leading the environmental phase, which began on November 25, 2025. The environmental phase baseline cost and schedule were established in the third quarter of FY 2025-26. This quarter, Caltrans began several technical and environmental studies required for the Project Approval/Environmental Document (PA/ED) phase of the project.

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



FREWAYS

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, and plant establishment was completed in November 2020.

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, and plant establishment was completed in July 2017.



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 - 36 Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 2.2 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2024-25; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. Construction activities began on April 8, 2025. This quarter, the contractor continued installation of retaining walls, drainage systems, and construction of superstructures for the first phase of the Lakeview Avenue bridge reconstruction.



FREWAYS

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

Status: Design Phase Underway - 98 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 schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. The design of this project was initiated on June 17, 2020. This quarter, the design team obtained approval on the final design package submittal. Caltrans headquarters requested additional ROW documents for the ROW certification which were submitted to Caltrans for review. Due to risks identified during the ROW phase, there is potential for delay to the construction schedule with additional time needed to incorporate the design standard plans update.

Segment: SR-91, Acacia Street to La Palma Avenue

Status: Construction Underway - One 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 second quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. The project was advertised for construction on May 12, 2025, and bids were opened on August 12, 2025. The contract was awarded on October 20, 2025, and approved on December 1, 2025. Pre-construction activities began in January 2026. This quarter, the contractors applied for permits, obtained approvals on submittals, and prepared closures prior to construction.

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,





FREEWAYS

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, and plant establishment was completed in February 2018.

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, and plant establishment was completed in May 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 – 80 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 (approximately 2.1 miles), 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



FREWAYS

Eastbound Corridor Operation Project (approximately three miles). This effort began in June 2023 and is anticipated to be completed by mid-2026. This quarter, the project team continued working on preliminary engineering for geometric approval drawings, as well as updating cost estimates, environmental revalidation, environmental technical studies, and a supplemental project report. RCTC plans to utilize progressive design-build as the project delivery approach that will include preliminary design (Phase I) followed by final design and construction (Phase II). RCTC released the request for qualifications for a progressive design-build contract on November 13, 2025. Proposals were received in January 2026 and a shortlist of firms was released in March 2026. Phase I is anticipated to begin in late 2026, followed by Phase II in late 2027.

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.³ 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. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items. Final acceptance and relief of maintenance is expected in 2026, and plant establishment is anticipated to be complete in February 2027.

³ 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



FREWAYS

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.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: I-605, Katella Avenue Interchange Improvements

Status: Construction Underway – 35 Percent Complete

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

Summary: This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2019-20; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2024-25. The project was awarded and construction activities began on April 3, 2025. This quarter, the contractor continued to work on roadway and drainage improvements along Katella Avenue. Grading operations for the re-aligned northbound on-ramp continued, and work commenced on foundations and footings for the structural walls. In addition, the construction management team continued to coordinate with the design team and utility companies on timing of final utility relocations, including streetlight removals along Katella Avenue.

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 14,331 services.⁶ Since June 2012, FSP has provided 903,498 services⁴ on the Orange County freeway system.

⁴Service calculations are based on all services provided as FSP is funded by M2 and external sources.



STREETS AND ROADS

PROJECT 0

REGIONAL CAPACITY PROGRAM

Status: 16th 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 15 calls, the Board has awarded 195 projects (237 project phases) totaling more than \$432 million, including \$23.4 million in external funding. To date, 156 project phases have been completed, 54 are in various stages of implementation, and 27 have been cancelled by the awarded local jurisdictions. On September 8, 2025, the Board approved the release of the 16th call. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2026.

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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



STREETS AND ROADS

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. The final schedule is measured against an amended baseline schedule established in the first quarter of FY 2013-14. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.



Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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

Summary: This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing in the cities of Anaheim and Placentia. Construction began on April 25, 2013, and the improvements opened to traffic on June 23, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to June 2019 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2009-10; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.





STREETS AND ROADS

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.



A dark teal horizontal banner with the text "STREETS AND ROADS" in white, uppercase, sans-serif font. The banner is set against a background image of a utility worker in a bucket truck working on a traffic light pole, with palm trees and a clear blue sky in the background.

STREETS AND ROADS

PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 16th Call Applications Under Review

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

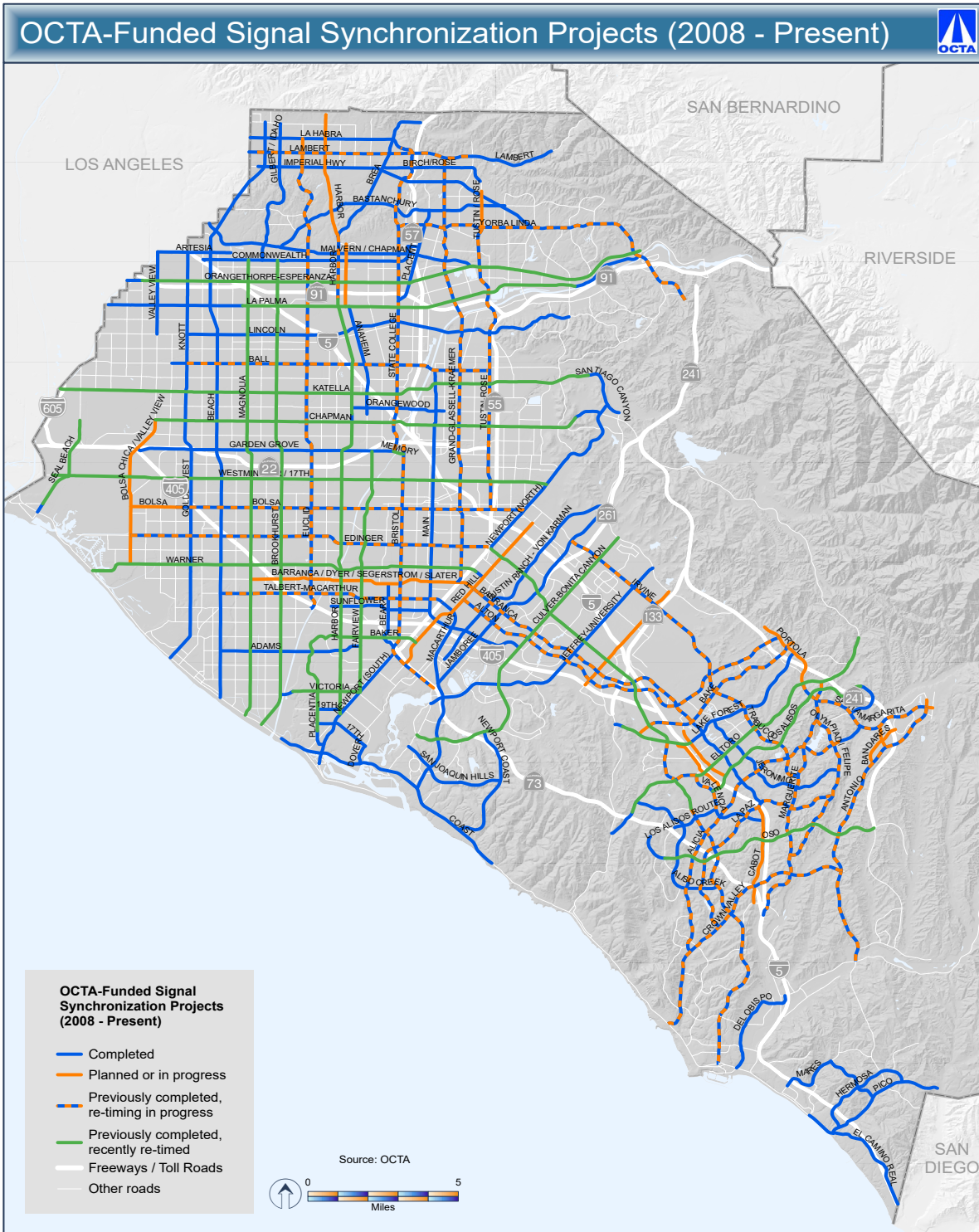
Summary: This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further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

To date, OCTA and local agencies have synchronized 3,789 intersections over 979 miles of streets (109 completed projects). Through 15 calls, 123 projects⁵ totaling approximately \$162.3 million have been awarded. Overall, OCTA has funded 143 projects⁵ totaling nearly \$196.8 million, including \$40.1 million in leveraged external funding. On September 8, 2025, the Board approved the release of the 16th call. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2026.

In parallel with the annual call, OCTA is leading the Countywide Signal Synchronization Baseline Project. The project aims to develop and implement a countywide signal synchronization network for Orange County and will consist of approximately 2,500 retimed signals along regionally significant corridors to ensure seamless travel across the County. This effort began in June 2024 with data collection ongoing. While this innovative project is entirely externally funded, the results will benefit and shape the future of the M2 Regional Traffic Signal Synchronization Program.

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

STREETS AND ROADS





STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

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

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately \$861 million⁶ in LFS payments have been provided to local jurisdictions, of which more than \$25.7 million⁶ was provided this quarter.

For more details, see funding allocation by local agency on [pages 51-52](#).

⁶ Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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



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

Project: Metrolink Service Expansion Program

Status: PROJECT COMPLETE

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



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

On October 21, 2024, Metrolink implemented Metrolink Reimagined, a service change that increased weekday train frequency and expanded midday and evening service to better accommodate new travel patterns resulting from alternative work schedules. However, on March 23, 2026, Metrolink implemented a seven-week temporary service reduction due to ongoing mechanical issues, resulting in a 14 percent reduction in service. The three Metrolink lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) currently operate 50 weekday trains, down from 58 prior to March 23, 2026. Compared to the same quarter last year, ridership levels on all three lines increased by approximately seven percent but remain 35 percent lower compared to the same quarter in FY 2018-19 (used as a pre-pandemic data set).

TRANSIT

However, Metrolink ridership recovery continues to struggle, impacting farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. While TIRCP formula funds will help sustain Metrolink operations in the near-term, without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2033-34. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies and assess impacts to Orange County riders.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan on [pages 53-57](#).

Project: Anaheim Canyon Metrolink Station Improvements

Status: PROJECT COMPLETE

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

Summary: This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023. The total cost is measured against an amended baseline cost established in the third quarter of FY 2016-17; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21.



Project: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

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

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



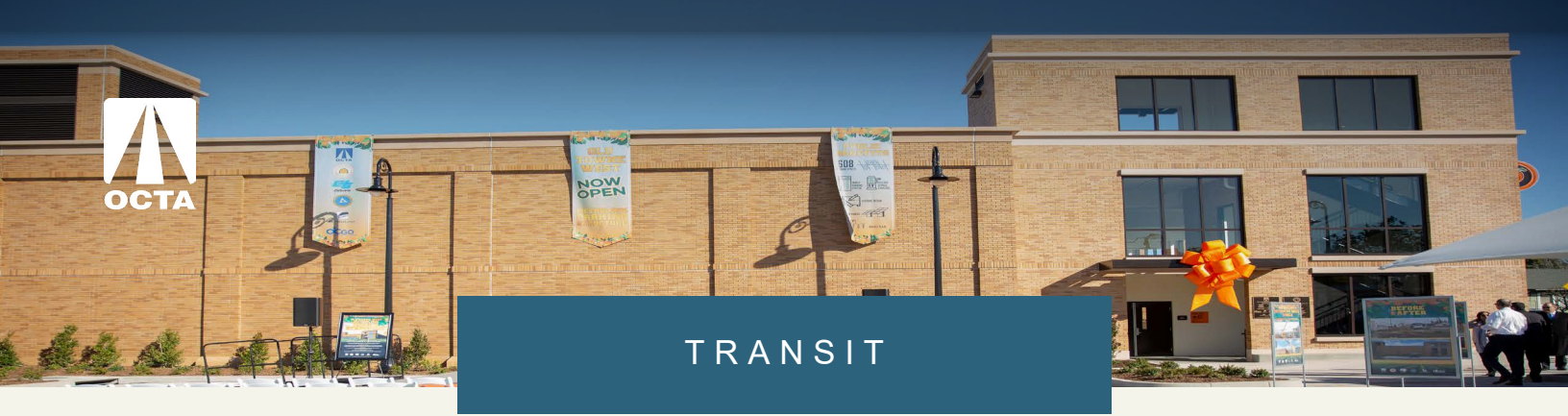
Project: Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

Status: PROJECT COMPLETE

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

Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger





TRANSIT

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.

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 a platform, 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 design and construction and BNSF will be the lead on rail construction. The initial final design was completed on July 22, 2017, based on a previously agreed layout. The forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF and potential design layout reconfiguration.

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



Summary: This OCTA-led project resurfaced and added lighting to the existing platform, new ticket station, 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.



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Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a temporary suspension of rail service. Funded by the commuter rail fund and some State emergency funds, emergency work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 2023. The track stabilization efforts were substantially completed in August 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to move incrementally. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail services in the City of San Clemente and south Orange County in April 2023. A temporary barrier wall at the bottom of the slope was constructed and service resumed in July 2023, to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. OCTA continues to work with partners to seek additional funding as needed.

In January 2024, landslide movement caused debris from the hillside slope along the Mariposa Trail Bridge (Mariposa Point [MP 204.2]) in the City of San Clemente to fall onto the ROW and railroad tracks, including dislodging two spans of the city-owned pedestrian bridge, which temporarily suspended rail service in the area. As the hillside continued experience movement, a catchment wall was designed and constructed and resumed passenger rail service in March 2024.

A comprehensive plan to integrate engineering and sand nourishment solutions is underway to protect the coastal segment of the rail corridor in south Orange County in the immediate timeframe. In December 2024, OCTA received \$305 million in state and federal funding to implement the necessary immediate protective solutions for inland slope stability and coastal erosion, identified as Areas 1 through 4 for the rail corridor within the City of San Clemente. While the rail line is currently open as a result of ongoing emergency work, longer-term solutions must be developed to ensure the ability to provide reliable rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate short- and medium-term solutions with the goal of protecting the rail line in place for approximately the next 30 years. A separate long-term study will assess potential long-term solutions, which may include relocation of the rail line. OCTA is leading the effort on the near-term resiliency measures. The State will lead the long-term study, but the lead state agency has not been identified; OCTA will remain an active participant in the study. Future implications to M2 with respect to service levels or project costs are unknown at this time.

Completed:

- Constructed surface parking lot at the Laguna Niguel/Mission Viejo Station
- Constructed safety enhancements at seven pedestrian railroad crossings along the beach trail
- Installation of the Control Point project at Fourth Street in the City of Santa Ana, and Control Point project by the stadium in the City of Anaheim, which provided greater efficiency and reliability for passenger rail service



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- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente at Cyprus Shore, Casa Romantica, and Mariposa Point
- Repair riprap in Areas 1 and 2 and remove the pedestrian bridge in Area 3 in the City of San Clemente as identified in the Coastal Rail Resiliency Study
- Six project study reports for potential grade separations
- Approximately 2,500 cubic yards of sand were placed at North Beach in the City of San Clemente

Underway:

- Construction of slope stabilization and drainage improvements in the cities of Lake Forest, Mission Viejo, and Laguna Niguel
- Construction of the San Juan Creek railroad bridge replacement in the City of San Juan Capistrano, led by Metrolink
- Construction of Area 3 catchment wall and restoration of the coastal trail in the City of San Clemente
- Rehabilitation of pedestrian audible warning system in the City of San Clemente
- Alternative analyses to evaluate solutions for coastal protective measures for Area 4 in the City of San Clemente as identified in the Coastal Rail Resiliency Study; associated environmental studies, conceptual designs, and permit preparation for Area 4
- Continue to seek inland and offshore sand sources to be environmentally cleared and permitted for placement on the beach for Areas 1, 2, and 4

Project: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The final schedule is measured against an amended baseline scheduled established in the second quarter of FY 2010-11. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.





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 and Delivered, Systems Integrated Testing Underway

Contact: Jeff Mills, Rail • (714) 560-5925
Kelly Hart, Rail • (714) 560-5725

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 97 percent complete. During the quarter, work was completed on the emergency walkway ramps at the Santa Ana River Bridge, blank-out sign testing, and OCS wire installation. Ongoing construction activities include final OCS adjustments and registration throughout the project, train signal control, station



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platform communications systems testing, and conflict utility adjustments. In addition, work at the MSF interior continued with the preparations for installation of fall protection step plates and gate extensions, and delivery and installation of the turntables and installation of the overhead cranes and monorail interlock. The permanent Certificate of Occupancy for the MSF was issued on January 15, 2026.

Vehicles

All eight vehicles have been delivered to the MSF. Bumper installation has been completed on five of the eight vehicles, with installations for the remaining vehicles ongoing. The vehicle manufacturer continued static and dynamic testing to ensure the vehicles are prepared and available for systems integration testing and completed brake testing.

Operations

During the quarter, OCTA made significant progress toward system start-up and operational readiness through close coordination with various stakeholders. The Operations and Maintenance (O&M) contractor supported several system integration testing activities, including a series of clearance tests conducted for the first time within the street-running portion of the alignment. O&M staff continued comprehensive training activities, including hands-on operating time to qualify streetcar operators.

Cost and Schedule

The baseline cost and schedule are measured against an amended baseline cost and schedule established during the second quarter of FY 2025-26. In February 2025, the Board approved a revised project budget of \$649 million. The project revenue service date is under review as testing progresses and key milestones are reached.

Project: Bus and Station Van Extension Projects

Status: Last Service Completed on June 30, 2020; No Future Calls Anticipated

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



Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.



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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 \$159.4 million^{7,8} in Project U funding has been provided under M2.

⁷ 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.

⁸ Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Project: Senior Mobility Program

Status: Ongoing

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

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



Since inception, more than \$45 million^{7,8} has been provided to support nearly 3.5 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately \$1.3 million^{7,8} 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 \$48.5 million has been allocated to support more than 1.79 million SNEMT boardings⁹. This quarter, approximately \$1.6 million⁷ in SNEMT funding was paid to the County of Orange.

⁹ The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

Project: Fare Stabilization Program

Status: Ongoing

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

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

Approximately \$2.3 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 nearly 2.0 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$641,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, nearly \$65.8 million has been allocated to support more than 168 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



TRANSIT

meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 50 projects and ten planning studies totaling approximately \$99.4 million¹⁰. Of the 50 transit circulator projects¹¹, 17 are currently active, three are planned, 13 have been cancelled (primarily due to low ridership), and 17 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.

¹⁰ Includes a \$700,000 programming increase to the 2024 call Balboa Peninsula Trolley Service Continuation project, approved by the Board on September 23, 2024, and confirmed on August 25, 2025, and a \$2,624,060 programming increase to the 2024 call for the Balboa Island-Corona del Mar Local Area Transit Service project, approved by the Board on October 27, 2025.

¹¹ 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.

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. The most recent Project V ridership report was presented to the Board on February 23, 2026. The report identified that all of the active services met the ridership and service performance standards. The next ridership report is anticipated to be presented to the Board in July 2026. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over \$3.1 million to support improvements at 122 locations. Of the 122 projects, 94 have been completed, 18 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.



ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: 16th Tier 1 Call Underway

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 15 rounds of funding under the Tier 1 grants program.

To date, 241 Tier 1 projects, totaling over \$43 million, have been awarded by the Board since 2011. Of the 241 projects, construction on 206 projects have been completed, 18 are in various stages of implementation, and 17 have been cancelled by the awarded agency. On March 9, 2026, the Board released the 16th Tier 1 call. Applications are due on May 7, 2026. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in fall 2026.

It is estimated that approximately 91.7 million gallons of trash have been captured since the inception of the program, which equates to over 16,200 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

To date, 26 Tier 2 projects totaling approximately \$35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge and water savings potential of approximately 352 million gallons of water from infiltration, recharge facilities, and diversion to recycled water supply. The appropriate timing of the next Tier 2 call will be assessed and determined by funding availability as well as the number of viable projects from eligible agencies.

ENVIRONMENTAL

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

Contact: Adriann Cardoso, Planning • (714) 560-5915

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

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

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 13 restoration projects totaling 350 acres. To date, ten restoration projects (one of these projects has 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 2025 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made ten endowment deposits. As of March 31, 2026, the endowment balance was \$38,797,315, which is above the target of \$36,628,220 for the third quarter of FY 2025-26. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund could influence the timeframe for achieving this goal. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2026. 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.

A group of people is hiking on a dirt trail through a wooded area with large trees and green undergrowth. The scene is bright and sunny.

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 are in compliance and on target with the Conservation Plan commitments. The 2025 annual report is anticipated to be completed and approved by the Wildlife Agencies in mid-2026 and will subsequently be shared with the EOC, Board, and posted on the OCTA website.

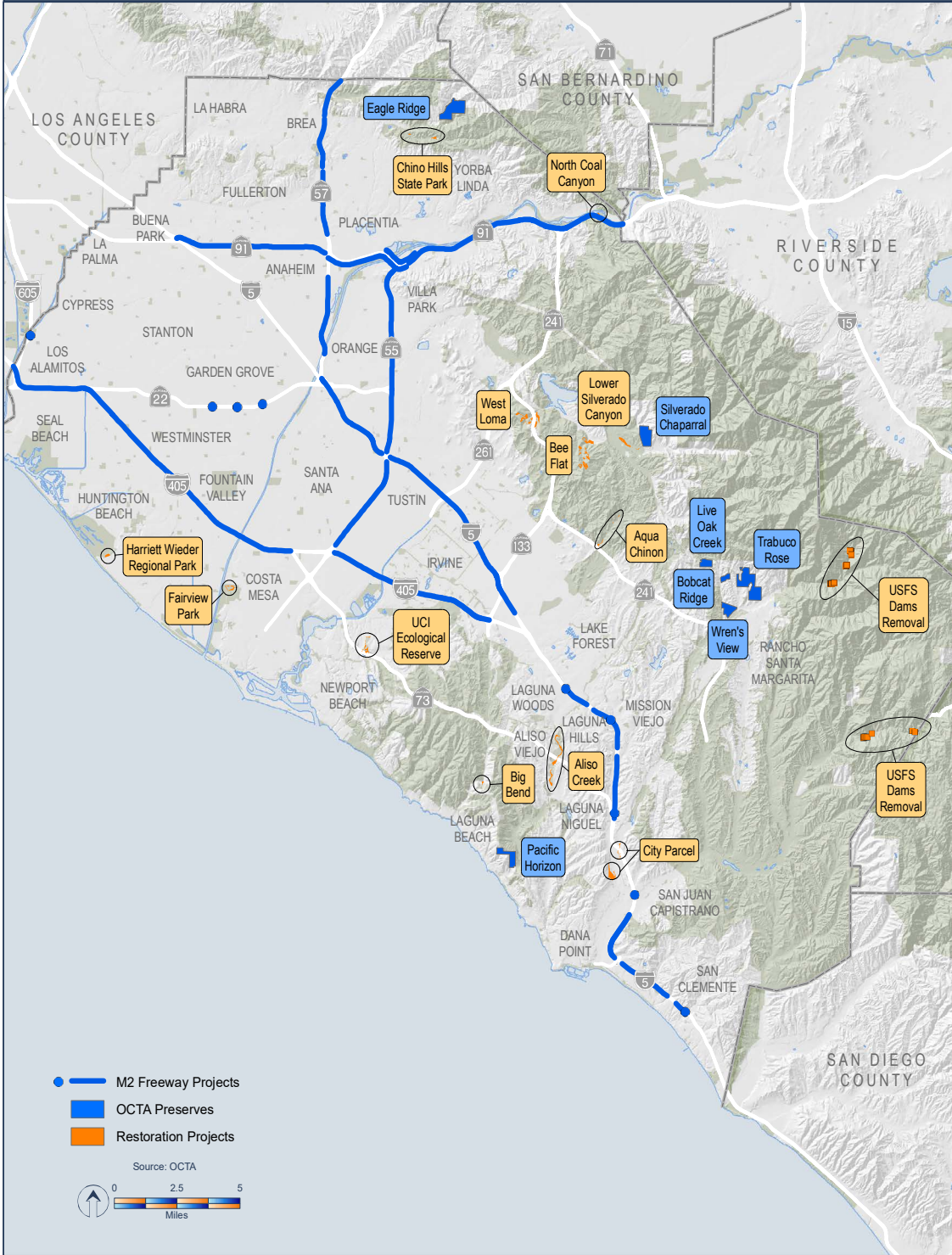
The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these 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 2026 hike and ride schedules are available at www.PreservingOurLegacy.org.

As part of the safeguards in place for the M2 Program, a 12-member EOC makes recommendations on the allocation of environmental freeway mitigation funds and monitors the implementation of the Conservation Plan between OCTA and state and federal Wildlife Agencies. The EOC has led efforts with policy recommendations to the Board and has operated in an open and transparent manner which has garnered the trust of stakeholders, ranging from the environmental community to the recreational community to Orange County citizens. See the map of Preserves and funded restoration properties on the following page.

ENVIRONMENTAL

OCTA Preserves and Funded Restoration Projects





PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

Contact: Francesca Ching, M2 PMO Manager • (714) 560-5625

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

Market Conditions Forecast and Risk Analysis

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

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

On October 13, 2025, the consultant team presented the results of the 2025 fall analysis to the Board. The analysis identified that OCTA may experience an uptick in inflationary pressures with the most recent data available. Major drivers include a rise in building permits, California unemployment rates, and construction wages. Additionally, the cost of all construction materials increased on an annualized basis. Staff incorporated information from this analysis into the M2 cash flow for the 2025 update of the Next 10 Plan and will provide future updates to the Board as appropriate. The spring analysis is underway and anticipated to be shared with OCTA in April 2026.

Next 10 Delivery Plan

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



PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On December 8, 2025, the Board approved the 2025 Next 10 Plan, which spans FY 2025-26 to FY 2034-35. The 2025 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of \$13.2 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.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA’s efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. The consultant team presented the final report to the Board on March 10, 2025. The consultant’s report reflected a positive assessment of OCTA’s efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments.

Several actions have been completed to address these recommendations. To improve transparency in project reporting, staff incorporated details on how capital project costs and schedules are measured into the M2 Quarterly Report. The new e-procurement system was launched in September 2025, which included enhanced evaluation processes. Internal procedures related to contract approvals were updated in January 2025, and steps recommended by the payment process consultant have been initiated to improve the timeliness of grant payments. This quarter, staff shared a payment process update with the Technical Steering Committee. Actions to complete the remaining recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, staff focused on finalizing the Ten-Year Review report and developing the accompanying staff report. This included incorporating feedback from prior outreach efforts, refining key findings and recommendations, and coordinating internal reviews. Both documents underwent internal review and approval processes in preparation for presentation to the Board. The final comprehensive report and accompanying Action Plan will be presented to the Board in April 2026.



PROGRAM MANAGEMENT

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. The tracking matrix was finalized and shared with the TOC on June 10, 2025. This document is for PMO tracking purposes, but is also helpful to Taxpayer Oversight Committee (TOC) members during their annual compliance finding. During the quarter, staff continued efforts to update the tracking matrix for calendar year 2025 which is anticipated to be complete in spring 2025.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. This quarter, the fact sheets through December 2025 were completed and uploaded to the OCTA website. The update incorporated the 2025 ECP Tier 1 projects approved by the Board on October 13, 2025, the community-based transit circulator projects approved by the Board on October 27, 2025, the September 2025 semi-annual review of CTFP projects approved by the Board on December 8, 2025, and programming updates.

Engineer's Estimate versus Bids Tracking

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

There are continued concerns regarding workforce availability in construction and manufacturing labor markets, and there is uncertainty regarding tariffs and the potential impacts they may have. While recent market conditions analyses have indicated that OCTA may experience a tempering of cost pressures related to decreased demand for construction services, a lack of labor resources, and high construction material and labor costs still remain. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market.

A photograph of a large conference room with several people seated around a long table, engaged in a meeting. The room is well-lit, and various items like laptops, water bottles, and documents are visible on the table.

PROGRAM MANAGEMENT

The southerly segment of Project B (I-5, I-405 to Yale Avenue) was advertised for construction on August 18, 2025, bids were opened on November 18, 2025, and the contract was awarded on January 29, 2026. The lowest responsive and responsible bidder was approximately 18.5 percent below the engineer's estimate. Staff will continue to monitor the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (\$13.2 billion or 45.6 percent lower as of December 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, 2026, the total borrowings to date from OCUTT, along with accrued interest, have been paid off.

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



PROGRAM MANAGEMENT

Taxpayer Oversight Committee

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

- Approve, by a vote of no less than two-thirds of all committee members, any amendments to the Plan proposed by OCTA which changes funding categories, programs, or projects identified on page 31 of the Plan
- Receive and review the following documents submitted by each eligible jurisdiction:
 - Congestion Management Program
 - Mitigation Fee Program
 - Expenditure Report
 - Local Traffic Signal Synchronization Plan
 - Pavement Management Plan
- Review yearly audits and hold an annual public hearing to determine whether OCTA is proceeding in accordance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of OCTA in carrying out the purposes of the Ordinance
- The TOC Chair shall annually certify whether M2 funds have been spent in compliance with the Plan

On March 10, 2026, the TOC voted to receive and file the M2 Quarterly Revenue and Expenditure Report. In addition, the TOC received presentations on the community-based transit circulators and capital projects. They also received an overview of the annual public hearing that will take place in June 2026.

Two subcommittees assist the TOC with their safeguard responsibilities—the AER Subcommittee and the Audit Subcommittee:

- The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports.
- The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the annual M2 Audit, as well as any other items related to M2 audits.

PROGRAM MANAGEMENT

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; 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 2025 M2 sales tax revenue forecast update was presented to the Board on October 27, 2025. The revised total nominal sales tax collections over the life of M2 is estimated to be \$13.2 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 financial position, supported by healthy agency-wide reserve levels. The M2 program incorporates its own consideration of economic uncertainties to address potential revenue shortfalls or cost increases. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the observed revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

MuniServices, LLC and the three universities are scheduled to present their sales tax forecast updates to the F&A committee starting from June 2026 through September 2026. The next updated forecast is anticipated to be presented to the Board in October 2026. As a reference, there is no projected growth for FY 2025-26.



FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited) Schedule 1

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



FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited) Schedule 2

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



FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited) Schedule 3

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



FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2026 (Unaudited) Schedule 3

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



LOCAL FAIR SHARE

| M2 Funds | | |
|------------------------|-----------------------------------|-----------------------|
| ENTITY | 3RD QUARTER FY 2025-26 | FUNDS TO DATE* |
| ALISO VIEJO | \$362,128 | \$10,808,029 |
| ANAHEIM | \$3,020,045 | \$91,038,354 |
| BREA | \$489,284 | \$15,498,198 |
| BUENA PARK | \$0** | \$20,145,666** |
| COSTA MESA | \$1,257,459 | \$39,625,267 |
| CYPRESS | \$436,865 | \$14,088,307 |
| DANA POINT | \$292,512 | \$9,113,088 |
| FOUNTAIN VALLEY | \$536,442 | \$16,813,906 |
| FULLERTON | \$1,138,290 | \$35,489,945 |
| GARDEN GROVE | \$1,280,604 | \$40,362,226 |
| HUNTINGTON BEACH | \$0** | \$47,954,002** |
| IRVINE | \$2,746,508 | \$77,653,851 |
| LAGUNA BEACH | \$216,777 | \$6,837,325 |
| LAGUNA HILLS | \$280,443 | \$9,118,095 |
| LAGUNA NIGUEL | \$565,425 | \$17,968,383 |
| LAGUNA WOODS | \$113,081 | \$3,485,385 |
| LA HABRA | \$451,047 | \$14,366,103 |
| LAKE FOREST | \$699,551 | \$21,799,378 |
| LA PALMA | \$121,296 | \$4,135,143 |
| LOS ALAMITOS | \$110,265 | \$3,506,792 |
| MISSION VIEJO | \$773,356 | \$24,854,480 |
| NEWPORT BEACH | \$918,314 | \$29,558,500 |
| ORANGE | \$1,427,595 | \$44,943,984 |
| PLACENTIA | \$419,571 | \$12,671,186 |
| RANCHO SANTA MARGARITA | \$354,186 | \$11,400,328 |



LOCAL FAIR SHARE

| M2 Funds | | |
|-----------------------|---------------------------|----------------------|
| ENTITY | 3RD QUARTER FY 2025-26 | FUNDS TO DATE* |
| SAN CLEMENTE | \$489,773 | \$15,401,290 |
| SAN JUAN CAPISTRANO | \$335,508 | \$10,352,084 |
| SANTA ANA | \$2,298,891 | \$74,191,126 |
| SEAL BEACH | \$203,448 | \$6,605,686 |
| STANTON | \$265,041 | \$8,137,467 |
| TUSTIN | \$807,574 | \$24,655,164 |
| VILLA PARK | \$44,908 | \$1,414,964 |
| WESTMINSTER | \$702,041 | \$22,839,458 |
| YORBA LINDA | \$519,206 | \$16,375,628 |
| COUNTY UNINCORPORATED | \$2,084,970 | \$57,856,286 |
| TOTAL M2 FUNDS | \$25,762,405 | \$861,065,075 |

* Only includes disbursed funds.

** Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Withheld funds are listed below:

| ENTITY | 3RD QUARTER FY 2025-26 | FUNDS TO DATE |
|--------------------------------|---------------------------|--------------------|
| BUENA PARK | \$778,366 | \$4,051,166 |
| HUNTINGTON BEACH | \$1,642,871 | \$4,678,537 |
| TOTAL M2 FUNDS WITHHELD | \$2,421,237 | \$8,729,703 |



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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 | Aug-30 |
| Project B | \$388.1 | Jan-20 | Nov-24 | Jan-26 | Aug-30 |
| I-5, Yale Avenue to SR-55 | \$238.3 | Aug-18 | Feb-25 | Dec-25 | Feb-31 |
| Project B | \$327.9 | Jan-20 | Aug-24 | Nov-25 | Feb-31 |
| I-5, Pico to Vista Hermosa | \$113.0 | Dec-11 | Oct-13 | Dec-14 | Aug-18 |
| Project C | \$83.6 | Oct-11 | Oct-13 | Dec-14 | Aug-18 |
| I-5, Vista Hermosa to Pacific Coast Highway | \$75.6 | Dec-11 | Feb-13 | Dec-13 | Mar-17 |
| Project C | \$75.3 | Oct-11 | May-13 | Jun-14 | Jul-17 |
| I-5, Pacific Coast Highway to San Juan Creek Road | \$70.7 | Dec-11 | Jan-13 | Oct-13 | Sep-16 |
| Project C | \$74.3 | Oct-11 | Jan-13 | Dec-13 | Jul-18 |
| I-5, SR-73 to Oso Parkway | \$151.9 | Jun-14 | Jan-18 | Dec-18 | Apr-25 |
| Project C & D | \$229.4 | May-14 | Aug-18 | Dec-19 | Jul-25 |
| I-5, Oso Parkway to Alicia Parkway | \$196.2 | Jun-14 | Jun-17 | Jun-18 | Nov-23 |
| Project C & D | \$230.3 | May-14 | Dec-17 | Mar-19 | Dec-24 |
| I-5, Alicia Parkway to El Toro Road | \$133.6 | Jun-14 | Jun-18 | May-19 | Oct-24 |
| Project C | \$227.3 | May-14 | May-19 | Sep-20 | 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 | Dec-26 |
| I-5, I-5/El Toro Road Interchange | TBD | Apr-26 | TBD | TBD | TBD |
| Project D | TBD | Dec-26 | TBD | TBD | TBD |

*Status through March 2026. 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-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 | May-27 |
| SR-55, I-5 to SR-91 | \$131.3 | Jan-20 | Jul-25 | Jul-26 | Oct-29 |
| Project F | \$202.1 | Mar-20 | Feb-26 | Jun-27 | Sep-30 |
| SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue | \$71.8 | Dec-18 | Jul-24 | Nov-25 | Apr-29 |
| Project G | \$135.4 | Mar-19 | Aug-24 | Sep-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 | Jan-29 | TBD | TBD | TBD |
| Project G | TBD | Jan-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-27 | Mar-31 |
| SR-91, Acacia Street to La Palma Ave (Segment 3) | \$147.7 | Oct-18 | Apr-24 | Dec-25 | Sep-30 |
| Project I | \$257.5 | Jun-20 | Oct-24 | Oct-25 | Sep-30 |
| 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) (PDB) | N/A | N/A | N/A | N/A | N/A |
| Project J | \$222.2 | Aug-26 | Sep-27 | N/A | Sep-30 |
| 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 2026. 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 | Jul-27 |
| Project M | \$53.0 | Oct-18 | Jan-23 | Apr-25 | Jul-27 |
| Grade Separation Projects: | | | | | |
| Raymond Avenue Railroad Grade Separation | \$77.2 | Nov-09 | Aug-12 | May-13 | Aug-18 |
| Project O | \$126.2 | Nov-09 | Dec-12 | Feb-14 | May-18 |
| State College Boulevard Railroad Grade Separation (Fullerton) | \$73.6 | Jan-11 | Aug-12 | May-13 | May-18 |
| Project O | \$99.6 | Apr-11 | Feb-13 | Feb-14 | Mar-18 |
| Placentia Avenue Railroad Grade Separation | \$78.2 | May-01 | Mar-10 | Jun-11 | Nov-14 |
| Project O | \$64.5 | May-01 | Jun-10 | Jul-11 | Dec-14 |
| Kraemer Boulevard Railroad Grade Separation | \$70.4 | Sep-09 | Jul-10 | Aug-11 | Oct-14 |
| Project O | \$63.8 | Sep-09 | Jul-10 | Sep-11 | Dec-14 |
| Orangethorpe Avenue Railroad Grade Separation | \$117.4 | Sep-09 | Dec-11 | May-12 | Sep-16 |
| Project O | \$105.9 | Sep-09 | Oct-11 | Jan-13 | Oct-16 |
| Tustin Avenue/Rose Drive Railroad Grade Separation | \$103.0 | Sep-09 | Dec-11 | Aug-12 | May-16 |
| Project O | \$96.6 | Sep-09 | Jul-11 | Feb-13 | Oct-16 |
| Lakeview Avenue Railroad Grade Separation | \$70.2 | Sep-09 | Oct-11 | May-13 | Mar-17 |
| Project O | \$110.9 | Sep-09 | Jan-13 | Nov-13 | Jun-17 |
| 17th Street Railroad Grade Separation | TBD | Jun-16 | TBD | TBD | TBD |
| Project R | TBD | Nov-17 | TBD | TBD | TBD |
| Sand Canyon Avenue Railroad Grade Separation | \$55.6 | Sep-03 | Jul-10 | Feb-11 | May-14 |
| Project R | \$61.9 | Sep-03 | Jul-10 | Feb-11 | Jan-16 |

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| Capital Projects | Cost | 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 |
| Placentia Metrolink Station and Parking Structure | \$34.8 | May-07 | Jan-11 | TBD | TBD |
| Project R | \$40.1 | May-07 | Feb-11 | TBD | TBD |
| 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 |
| 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 | Jul-26 |
| Project S | \$671.4 | Mar-15 | Nov-17 | Sep-18 | Jul-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 2026. For detailed project information, please refer to the individual project section within this report.

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OCTA

COMMON ABBREVIATIONS

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



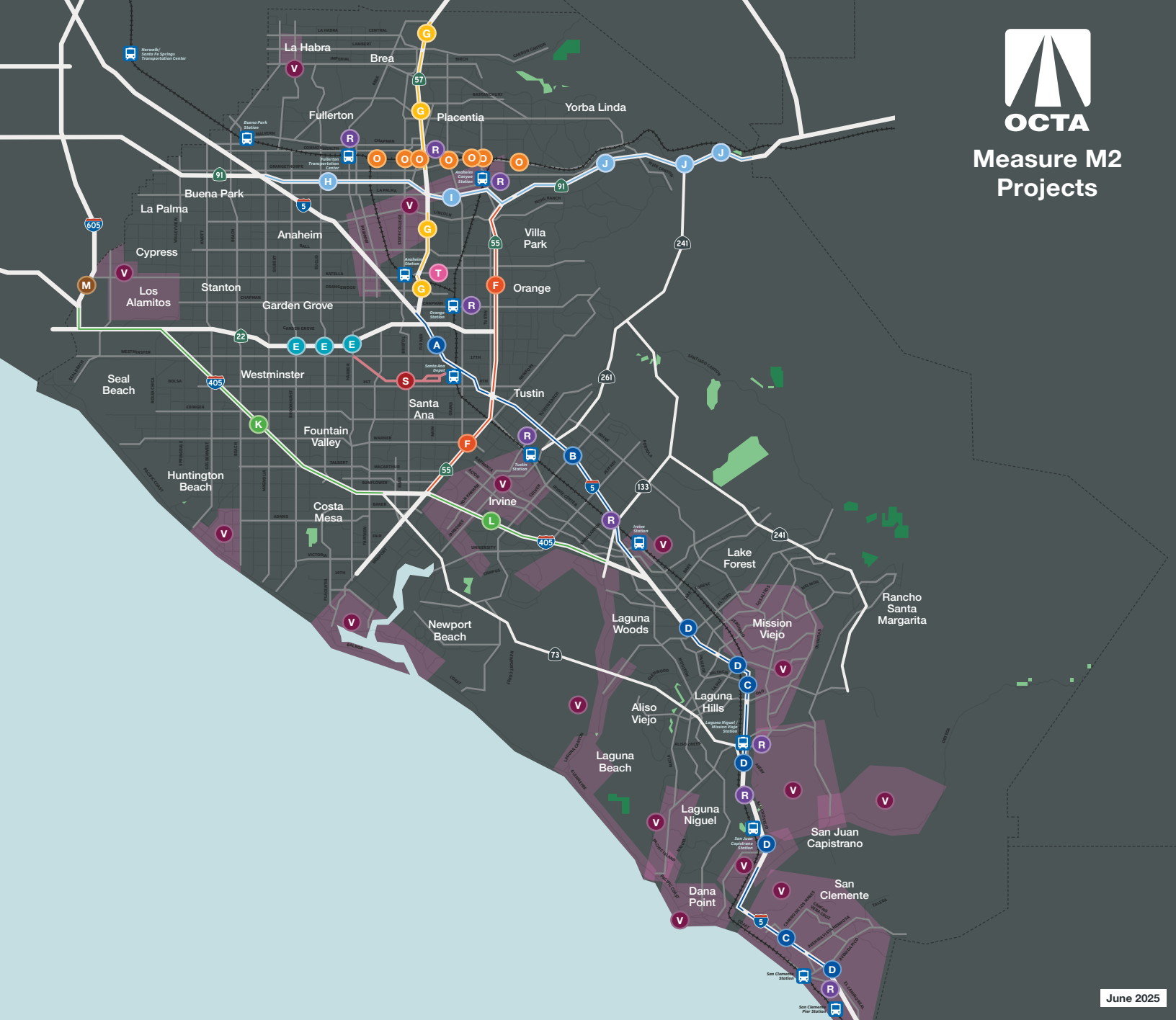

COMMON ABBREVIATIONS

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



OCTA

Measure M2 Projects



June 2025

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

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

Rail

- Metrolink Rail Line
- Metrolink Station



June 1, 2026

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned in the upper right corner of the page.

Overview

The 405 Express Lanes, implemented through the Interstate 405 Improvement Project, opened on December 1, 2023. The Orange County Transportation Authority operates the lanes through tolling authority provided by the California Transportation Commission and under a 40-year lease with the California Department of Transportation. In November 2025, the Orange County Transportation Authority Board of Directors approved the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue. Board of Directors' approval is now requested for the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan to guide the future use of excess toll revenue, which may be available beginning in 2029.

Recommendations

- A. Approve the development of the 405 Corridor Plan as the only expenditure in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.
- B. Approve the charter for and the establishment of the 405 Corridor Technical Advisory Committee.
- C. Direct staff to return with a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan to prioritize capital projects for future spending following completion of the 405 Corridor Plan as identified in the Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, implemented the Interstate 405 (I-405) Improvement Project (Project). The Project spans the

corridor between State Route 73 and Interstate 605 (I-605), for approximately 14 miles in length.

Key Project improvements included:

- One general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K.
- One additional lane in each direction, that combines with the existing high-occupancy vehicle lane to create the 405 Express Lanes – dual express lanes in each direction.
- The 405 Express Lanes started operations on December 1, 2023.

The Board of Directors (Board) first approved the 405 Express Lanes Toll Policy (Toll Policy) in 2016 and subsequently updated it in July 2023, when opening toll rates were also established. The Toll Policy emphasizes safety, performance, throughput, and financial viability, and is guided by the following goals:

- Ensure a safe, reliable, and congestion-free commute for express lanes users.
- Maintain optimal traffic flow at free-flow speeds.
- Encourage higher average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as people who rideshare or use transit.
- Generate enough revenue to maintain financial sustainability of the 405 Express Lanes.
- Fulfill all financial covenants.
- Allocate any net excess toll revenue toward improvements along the I-405 freeway corridor, after meeting all debt and reserve obligations and in accordance with legal requirements.

OCTA operates and maintains the 405 Express Lanes under a toll operating and lease agreement with Caltrans, executed in March 2017. The term of the agreement is 40 years, which started when the 405 Express Lanes opened on December 1, 2023, and will conclude on November 30, 2063.

The agreement outlines how excess toll revenue, which are funds that remain after covering operations, maintenance, debt repayment costs, enforcement, repair, rehabilitation, reserves, and administrative costs, can be used. The funds become accessible only after the development of an expenditure plan, created in partnership with Caltrans and approved by the Board. The agreement further states that beginning five years before any excess toll revenue is expected to be available, OCTA, in partnership with Caltrans, shall develop and annually update a ten-year expenditure plan. Based on recent projections, the excess toll revenue could be available as early as 2029. Accordingly, work began on developing principles and a framework for the expenditure plan in 2024.

In addition to the aforementioned agreement, in 2017, OCTA entered into a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan agreement with the federal government to construct the 405 Express Lanes. This agreement also includes requirements for the use of excess toll revenues:

- For the first five years after tolling begins, any excess toll revenue must be held in a distribution lock-up fund managed by a trustee bank.
- After this period, if all loan conditions are met, 50 percent of excess toll revenue must go toward repaying the TIFIA loan.
- The remaining 50 percent may be directed by OCTA to transportation improvements within the I-405 freeway corridor.
- Once the loan is fully repaid, OCTA will have access to 100 percent of the excess toll revenue until the end of tolling authority on November 30, 2063.

An update to the traffic and revenue forecast was completed in May 2025. The new forecast incorporated the first full year of operational data from the 405 Express Lanes to derive the updated figures. OCTA's cash flow model has been updated to reflect the new 405 Express Lanes revenue forecast. The current model projects that there would be approximately \$168 million in excess revenue available in 2029. Per the TIFIA loan, half of the excess revenue must be utilized to pay down the loan while the other half of the revenue can be utilized for transportation improvements within the corridor.

Beyond the terms of the TIFIA loan, the use of excess toll revenue must also comply with other statutory requirements detailed in state and federal law, including:

- Streets and Highways Code Section 149.7, created by AB 194 (Chapter 687, Statutes of 2015), is the primary authorizing legislation for the 405 Express Lanes. The provisions require excess revenue to be used in the corridor where they are generated, pursuant to an expenditure plan adopted by the sponsoring agency's governing board.
- Government Code Section 14106, as created by AB 2250 (Chapter 500, Statutes of 2014), which again emphasizes that the toll revenue from an express toll lane must be expended only within the respective corridor in which the managed lane is located.
- 23 USC 129(a)(3), the primary federal authority for toll facilities on the interstate system, which restricts excess toll revenue to purposes authorized under Title 23, governing federal-aid highway programs.

On November 24, 2025, the Board approved the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue (Policy and Framework) which is included as Attachment A. The Policy and Framework laid the foundation for the future expenditure plan and defined the 405 Corridor Investment Zone

(Attachment B). The Board also directed staff to develop a draft 405 Express Lanes Excess Toll Revenue Expenditure Plan (Expenditure Plan).

This report presents the draft Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan (Initial Expenditure Plan).

Discussion

To inform the development of the Initial Expenditure Plan, staff considered the Policy and Framework approved by the Board in November 2025. OCTA met individually with Caltrans, the County of Orange, and the 405 Corridor Investment Zone primary stakeholder cities, including the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, to help inform the content and direction for the Initial Expenditure Plan. OCTA also held a stakeholder meeting that included all these agencies so that a group discussion could take place. Separately, OCTA staff met with the other cities that may have an interest in the 405 Investment Corridor to inform them of the progress to date and the recommendations outlined in this report.

Through the primary stakeholder meetings, which focused on eligible project types, the limits of the 405 Investment Zone, and criteria for prioritizing the future projects for funding consideration, it became clear that an Initial Expenditure Plan should address these questions. As part of the Policy and Framework item, the Board approved the concept of developing a 405 Corridor Plan every three years, which is separate from the Expenditure Plan. The 405 Corridor Plan would focus on understanding the transportation needs in the corridor, identifying a comprehensive list of OCTA, Caltrans and local agency projects and developing criteria for prioritizing regional projects as well as for the competitive call for local agency projects. The 405 Corridor Plan is critical to fully understanding how certain project types would benefit the I-405 freeway system. Therefore, staff recommends that the Initial Expenditure Plan focus solely on the 405 Corridor Plan, which will help guide future expenditure plans to prioritize transportation investments that benefit the I-405 freeway system.

Initial Expenditure Plan/405 Corridor Plan

The Initial Expenditure Plan is provided as Attachment C, and the only initial expenditure identified is for the 405 Corridor Plan. The Policy and Framework describes the 405 Corridor Plan as follows.

The Policy and Framework states:

“A comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks

within the 405 Corridor Investment Zone. The plan will be developed and updated every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow).
- Local streets and roads (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades).
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections).

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's Long-Range Transportation Plan and the Southern California Association of Governments' Regional Transportation Plan (currently titled Connect SoCal 2024) as informed by the California Transportation Plan."

The proposed fiscal year (FY) 2026-27 budget includes funding to procure a consultant for development of the 405 Corridor Plan. The 405 Corridor Plan will take approximately 18 to 20 months to complete. The scope of work for the first 405 Corridor Plan includes working directly with OCTA, Caltrans and the local jurisdictions to develop a comprehensive list of projects. The list will consider all potential projects but would focus on projects that first benefit the I-405 freeway corridor, consistent with the Policy and Framework, and those that could likely be delivered or would need funding between 2029 and 2036. The 405 Corridor Plan will be updated every three years focusing initially on a seven-year period while also considering beyond that period to aid in future project planning. The scope of work also includes developing criteria to evaluate and prioritize OCTA and Caltrans projects, as well as developing separate or additional criteria for use in the call for projects for local jurisdictions. Finally, the 405 Corridor Plan will outline potential transportation needs and opportunities for improvements within the corridor.

Establishment of the 405 Corridor Technical Advisory Committee (405 TAC)

Consistent with the Policy and Framework, the Board approval of the draft 405 TAC Charter is requested. The draft charter for the 405 TAC is provided in Attachment D. Based on what is outlined in the Board-approved Policy and Framework, the 405 TAC will provide technical guidance and review for both the 405 Corridor Plan as well as the annual Expenditure Plan. It will make recommendations through the appropriate Board committee and to the Board. Consistent with AB 194, while the 405 TAC will provide review and guidance, the Board has ultimate decision making related to the Expenditure Plan. The 405 TAC voting members will include the public works directors from the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster. Also consistent with AB 194, which requires the Board to approve the Expenditure Plan in consultation with Caltrans, OCTA will have three voting

members on the 405 TAC, the Chief Financial Officer, the Express Lanes General Manager, and the Executive Director of Planning, who will also serve as the chair, and Caltrans will have two voting members, the Deputy District Director, Planning & Local Assistance and the Deputy District Director, Strategic Portfolio Management.

The 405 TAC will also include non-voting ex-officio members made up of the public works directors from the County of Orange and the cities of Cypress, Garden Grove, Irvine, Los Alamitos, Newport Beach, Santa Ana, and Stanton. The 405 TAC will meet quarterly and will continue as long as excess revenues are available or until the OCTA Board decides to change the charter.

Next Steps

With Board direction, a request for proposals for consultant services to develop the 405 Corridor Plan will be issued with a goal of awarding a consultant contract in the fall. The work on the 405 Corridor Plan is expected to be completed in mid-2028, at which point the 405 TAC will begin the work of developing draft guidelines for a call for projects (call) for local jurisdictions and prioritizing regional projects for inclusion in the Expenditure Plan. The draft Guidelines and overall Expenditure Plan are expected to be presented to the Board for approval in early 2029, immediately following when the excess toll revenue would first be released from the required TIFIA distribution lock-up fund.

Summary

The draft Initial Expenditure Plan for the 405 Express Lanes excess revenues, which focuses solely on the first 405 Corridor Plan, and the draft charter for the 405 TAC are presented for Board consideration and approval. The draft Initial Expenditure Plan is consistent with provisions within the Caltrans/OCTA toll operating agreement to start developing an expenditure plan for 405 Express Lanes excess revenue five years before excess revenues are expected to be available. The draft Initial Expenditure Plan also lays the groundwork for future expenditure plans that will support significant transportation investments in the 405 Corridor Investment Zone.

Attachments

- A. Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue
- B. Map of 405 Corridor Investment Zone
- C. 405 Express Lanes Excess Toll Revenue Initial Expenditure Plan
- D. Draft 405 Corridor Technical Advisory Committee Charter

Prepared by:



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Approved by:



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

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

Approved 11/24/25

POLICY

Orange County Transportation Authority (OCTA) Definition of 405 Corridor Investment Zone

The 405 Corridor Investment Zone will encompass a three-mile buffer within Orange County along the span of Interstate 405 (I-405), including OCTA's 405 Express Lanes. The investment zone will extend beyond this three-mile buffer to include only the I-405 (does not include city streets or other facilities for this section of the I-405), from the southern terminus of the 405 Express Lanes to its connection with Interstate 5 within Orange County.

General Policy

The Orange County Transportation Authority (OCTA) is committed to reinvesting toll revenue from the 405 Express Lanes in ways that benefit all who travel the I-405 freeway corridor. In accordance with California state law, including the requirements of AB 194 (Chapter 687, Statutes of 2015), excess toll revenue – defined as funds remaining after covering the costs of operations, maintenance, 405 Express Lanes improvements, and debt service – will be used to support a balanced and sustainable transportation system within the 405 Corridor Investment Zone. Transportation investment priorities are expected to be developed and refined through 405 corridor plan(s).

Generally, priority will be given to projects that:

- Relieve congestion on the I-405, ensuring that toll revenue benefits all corridor users, not just 405 Express Lanes customers;
- Advance currently planned and future freeway and roadway improvement projects within the 405 Corridor Investment Zone;
- Invest in transit, signal synchronization, active transportation, and first/last-mile improvements that strengthen corridor-wide mobility options and encourage ridesharing; and
- Improve the 405 Express Lanes driver experience, including enhanced access, connectivity, safety, and travel-time reliability.

All funded transportation improvements should demonstrate benefits to the I-405 freeway system and align with OCTA's adopted planning documents, such as the Renewed Measure M Transportation Investment Plan, the Long-Range Transportation Plan, and Regional Transportation Plan as informed by the California Transportation Plan, as well as the agency's goals for equitable, sustainable, and efficient transportation. This

approach ensures that toll revenue serves the broader public interest, consistent with the intent of AB 194 and state oversight.

FRAMEWORK

Precepts for the 405 Express Lanes Excess Toll Revenue Expenditure Plan

1. Definition and Use of Excess Toll Revenue

Excess toll revenue from the 405 Express Lanes is defined as the remaining funds after meeting all financial obligations for operations, maintenance, enforcement, debt repayment, rehabilitation, reserves, and administrative costs. Through the general policy stated above, OCTA is also including improvements to the 405 Express Lanes as a primary use of 405 Express Lanes toll revenue prior to determining excess toll revenue. The excess toll revenue will be calculated annually and prioritized for reinvestment in the 405 Corridor Investment Zone through the 405 Express Lanes Excess Toll Revenue Expenditure Plan to benefit the overall transportation system, consistent with the requirements of AB 194 and OCTA's adopted policies.

2. Corridor-Based Investment Planning

A comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks within the 405 Corridor Investment Zone. The plan will be developed and updated every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow)
- Local streets and roads (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades)
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections)

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's Long-Range Transportation Plan and the Regional Transportation Plan (currently titled Connect SoCal 2024) as informed by the California Transportation Plan and should be included in the 405 Corridor Plan.

3. Project Eligibility and Planning Alignment

Local jurisdiction transportation improvements considered for funding must originate from the 405 Corridor Plan and be reflected in the jurisdiction's capital improvement program and, where applicable, the Master Plan of Arterial Highways. The goal is to ensure alignment with regional planning efforts and long-term mobility objectives.

4. Technical Advisory Committee (TAC)

A Technical Advisory Committee will be established to provide technical guidance and review. The committee will include Public Works directors or city engineers from cities that are immediately adjacent to the 405 Express Lanes segment of the I-405 freeway system (Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster), the County of Orange, the California Department of Transportation (Caltrans), and OCTA. This group will advise on both the Corridor Plan and the Expenditure Plan.

5. Revenue Set-Asides

Two specific set-asides from excess toll revenue will be maintained:

- Eight percent for project and program reserve, consistent with OCTA's Reserve Policy.
- Two percent for planning purposes, including the development and periodic update of the 405 Corridor Plan.

6. Proposed Transportation Improvement Selection and Approval Process

All transportation improvements must be formally reviewed and approved by the OCTA Board of Directors as part of the annual expenditure plan. Local jurisdiction nominated projects within the 405 Corridor Investment Zone will be selected through a competitive process. Local jurisdictions (including those within the 405 Corridor Investment Zone beyond the TAC) may apply for funding, provided their projects meet the eligibility criteria and offer at least a 20 percent funding match.

7. Proposed Transportation Improvement Evaluation Criteria

Selection of transportation improvements for funding will be based on transparent and performance-based criteria:

- Freeway/tollway projects: Emphasis on congestion relief, relationship to Measure M2, cost-benefit analysis, and readiness.
- Transit (bus/rail) projects: Emphasis on usage potential, cost-effectiveness, regional/local benefits, and intermodal integration.
- Local streets, roads, and active transportation projects: Evaluated based on congestion relief to the I-405 freeway system, cost-effectiveness, project readiness, and leveraging of local, state, or federal funds.

All funded transportation improvements must demonstrate direct benefits to the I-405 freeway system.

8. Caltrans Project Participation Requirements

Caltrans may submit enhancement projects for consideration only if:

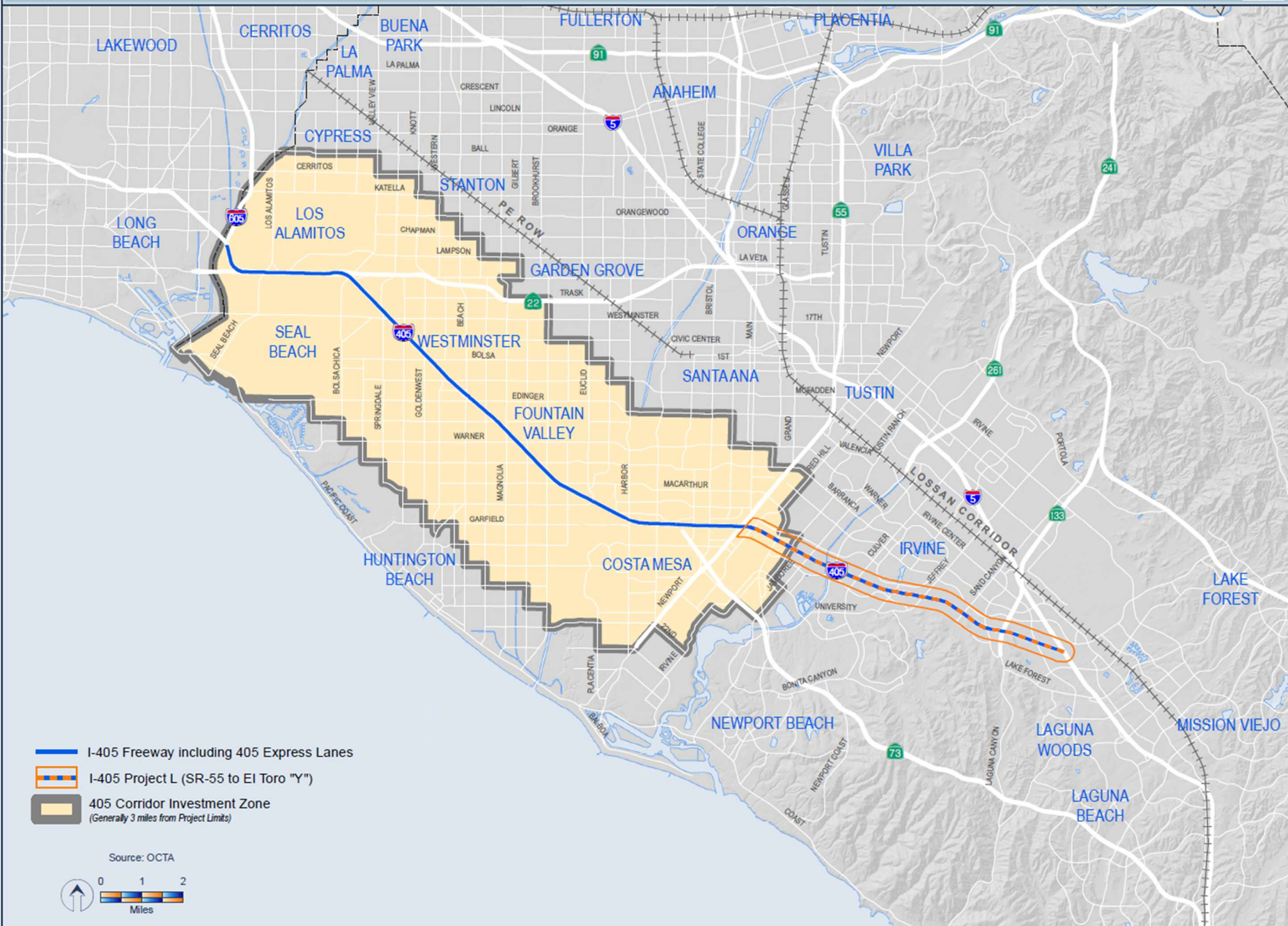
- Caltrans adheres to a maintenance of effort commitment that is currently being developed.
- Caltrans charges the lowest functional rate possible for oversight and project delivery. This is also currently under development.
- The projects or improvements are considered enhancements above and beyond what would have been provided through the State Highway Operation and Protection Program and other regular Caltrans maintenance funding programs.

9. Oversight and Transparency

All transportation improvements funded through the 405 Express Lanes Excess Toll Revenue Expenditure Plan will be subject to audits to ensure transparency, accountability, and appropriate use of funds.

MAP of 405 Corridor Investment Zone

405 Corridor Investment Zone



405 Express Lanes Excess Toll Revenue Initial Expenditure Plan

| | FY 2026-27 | FY 2027-28 | FY 2028-29 | FY 2029-30 | FY 2030-31 | FY 2031-32 | FY 2032-33 | FY 2033-34 | FY 2034-35 | FY 2035-36 | FY 2036-37 |
|--|-------------------|-------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Available Excess Toll Revenue ¹ : | | | \$ 168,000,000 | \$ 33,000,000 | \$ 33,000,000 | \$ 33,000,000 | \$ 33,000,000 | \$ 33,000,000 | \$ 33,000,000 | \$ 33,000,000 | \$ 33,000,000 |
| 50 Percent to TIFIA Loan Payback: | | | \$ 84,000,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 |
| Available Excess Toll Revenue: | | | \$ 84,000,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 | \$ 16,500,000 |
| Annual Capital Reserve Set Aside: | | | \$ 6,720,000 | \$ 1,320,000 | \$ 1,320,000 | \$ 1,320,000 | \$ 1,320,000 | \$ 1,320,000 | \$ 1,320,000 | \$ 1,320,000 | \$ 1,320,000 |
| Future Use of Capital Reserve: | | | | | | | | | | | |
| Cumulative Capital Reserve: | | | \$ 6,720,000 | \$ 8,040,000 | \$ 9,360,000 | \$ 10,680,000 | \$ 12,000,000 | \$ 13,320,000 | \$ 14,640,000 | \$ 15,960,000 | \$ 17,280,000 |
| Planning Set Aside: | | | \$ 1,680,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 |
| 405 Corridor Plan (Initial and Ongoing TBD): | \$ 600,000 | \$ 250,000 | | | | | | | | | |
| 405 Corridor Technical Advisory Committee Estimated Administration TBD: | | | | | | | | | | | |
| Future Planning Projects TBD: | | | | | | | | | | | |
| Planning Subtotal: | \$ (600,000) | \$ (250,000) | \$ 1,680,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 | \$ 330,000 |
| Planning Cumulative: | \$ (600,000) | \$ (250,000) | \$ 830,000 | \$ 1,160,000 | \$ 1,490,000 | \$ 1,820,000 | \$ 2,150,000 | \$ 2,480,000 | \$ 2,810,000 | \$ 3,140,000 | \$ 3,470,000 |
| Excess Toll Revenue for Capital Projects: | | | \$ 75,600,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 |
| Future Capital Projects TBD: | | | | | | | | | | | |
| Capital Subtotal: | | | \$ 75,600,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 | \$ 14,850,000 |
| Capital Cumulative: | | | \$ 75,600,000 | \$ 90,450,000 | \$ 105,300,000 | \$ 120,150,000 | \$ 135,000,000 | \$ 149,850,000 | \$ 164,700,000 | \$ 179,550,000 | \$ 194,400,000 |

1 - Conservative estimate based on the following: The initial five-year estimate of \$168 million, based on the 2025 Traffic and Revenue Study, with no additional funding added for FY 2028-29. Future funding is based on the average per year collected during the first five years and does not include escalation or growth.

Acronyms:

FY - Fiscal Year

TIFIA - Transportation Infrastructure Finance and Innovation Act

TBD - To be determined



Draft

405 Corridor Technical Advisory Committee Charter

Enabling Legislation/Purpose

The Orange County Transportation Authority (OCTA) is committed to reinvesting toll revenue from the 405 Express Lanes in ways that benefit all who travel the Interstate 405 (I-405) freeway corridor. In accordance with California state law, including the requirements of AB 194 (Chapter 687, Statutes of 2015), excess toll revenue – defined as funds remaining after covering the costs of operations, maintenance, 405 Express Lanes improvements, and debt service – will be used to support a balanced and sustainable transportation system within the 405 Corridor Investment Zone. Transportation investment priorities are expected to be developed and refined through 405 corridor plan(s).

Generally, priority will be given to projects that:

- Relieve congestion on the I-405, ensuring that toll revenue benefits all corridor users, not just 405 Express Lanes customers;
- Advance currently planned and future freeway and roadway improvement projects within the 405 Corridor Investment Zone (see map at the end of the document);
- Invest in transit, signal synchronization, active transportation, and first/last-mile improvements that strengthen corridor-wide mobility options and encourage ridesharing; and
- Improve the 405 Express Lanes driver experience, including enhanced access, connectivity, safety, and travel-time reliability.

All funded transportation improvements should demonstrate benefits to the I-405 freeway system and align with OCTA's adopted planning documents, such as the Renewed Measure M Transportation Investment Plan, the current Long-Range Transportation Plan (LRTP), and the current Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) as informed by the California Transportation Plan (CTP), as well as the agency's goals for equitable, sustainable, and efficient transportation. This approach ensures that toll revenue serves the broader public interest, consistent with the intent of AB 194 and state oversight.

Starting in 2029, an annual expenditure plan must be developed for the use of 405 Express Lanes excess toll revenue for projects, programs or services that meet the Policy and Framework for the Use of 405 Express Lanes Excess Toll Revenue (Policy) that was approved by the OCTA Board of Directors (Board) on November 24, 2025.



Also, as noted in the Policy, a comprehensive 405 Corridor Plan will guide the identification of investment needs and priorities across freeway, local streets and roads, and transit networks within the 405 Corridor Investment Zone. The plan will be developed and updated at least every three years and will include:

- Freeway improvements (e.g., capacity, connectors, and traffic flow)
- Local streets and roads improvements (e.g., capacity, active transportation, complete streets, and signal or pavement upgrades)
- Transit investments (e.g., capital, operations, transit incentives, and first/last-mile connections)

All funded projects must demonstrate direct benefits to the I-405 freeway system and be consistent with OCTA's current LRTP and the SCAG/RTP (currently titled Connect SoCal 2024) as informed by the CTP and should be included in the 405 Corridor Plan.

The 405 Corridor Technical Advisory Committee (405 TAC) will provide technical guidance and review and will advise staff on the 405 Corridor Plan and the Board on the 405 Express Lanes Excess Toll Revenue Expenditure Plan, consistent with the Policy.

Line of Reporting

The 405 TAC will provide recommendations to the Board. Typically, matters that go to the Board are first considered by a board committee. Recommendations that are made by the 405 TAC would first be considered by the most appropriate board committee. Currently, this would be the Executive Committee or the Regional Transportation Planning Committee.

Membership

The 405 Corridor TAC shall consist of ten voting members and eight non-voting ex-officio members, as follows:

- OCTA, Executive Director of Planning (one vote) who shall also serve as the Chair
- OCTA, Chief Financial Officer (one vote)
- OCTA, General Manager, Express Lanes (one vote)
- California Department of Transportation (Caltrans), the Deputy District Director, Planning & Local Assistance (one vote)
- Caltrans, Deputy District Director, Strategic Portfolio Management (one vote)
- City of Costa Mesa, the Public Works Director (one vote)



- City of Fountain Valley, the Public Works Director (one vote)
- City of Huntington Beach, the Public Works Director (one vote)
- City of Seal Beach, the Public Works Director (one vote)
- City of Westminster, the Public Works Director (one vote)
- Non-voting Ex-Officio members include the Public Works Director from each of the following local jurisdictions:
 - City of Cypress
 - City of Garden Grove
 - City of Irvine
 - City of Los Alamitos
 - City of Newport Beach
 - City of Santa Ana
 - City of Stanton
 - County of Orange

The city engineer from each city may serve as the alternate for the public works director from that city. Any member of the OCTA executive team may serve as an alternate for an OCTA member. Additionally, the individual delegated signing authority for the OCTA position listed above may serve as an alternate for that OCTA member during the meeting.

Members are expected to be able to devote at least 25 hours per year to committee business and not miss more than one out of four meetings per year.

Quorum is achieved with a simple majority of voting members.

Meeting Time and Location

The committee meeting will generally take place quarterly on the first Thursday of January, April, July, and October, commencing at 10 a.m., at the OCTA offices, currently located at 550 South Main Street, in the City of Orange and soon to move to 2677 North Main Street in the City of Santa Ana, or at such other times as the committee shall designate. All meetings will be announced on the OCTA website.

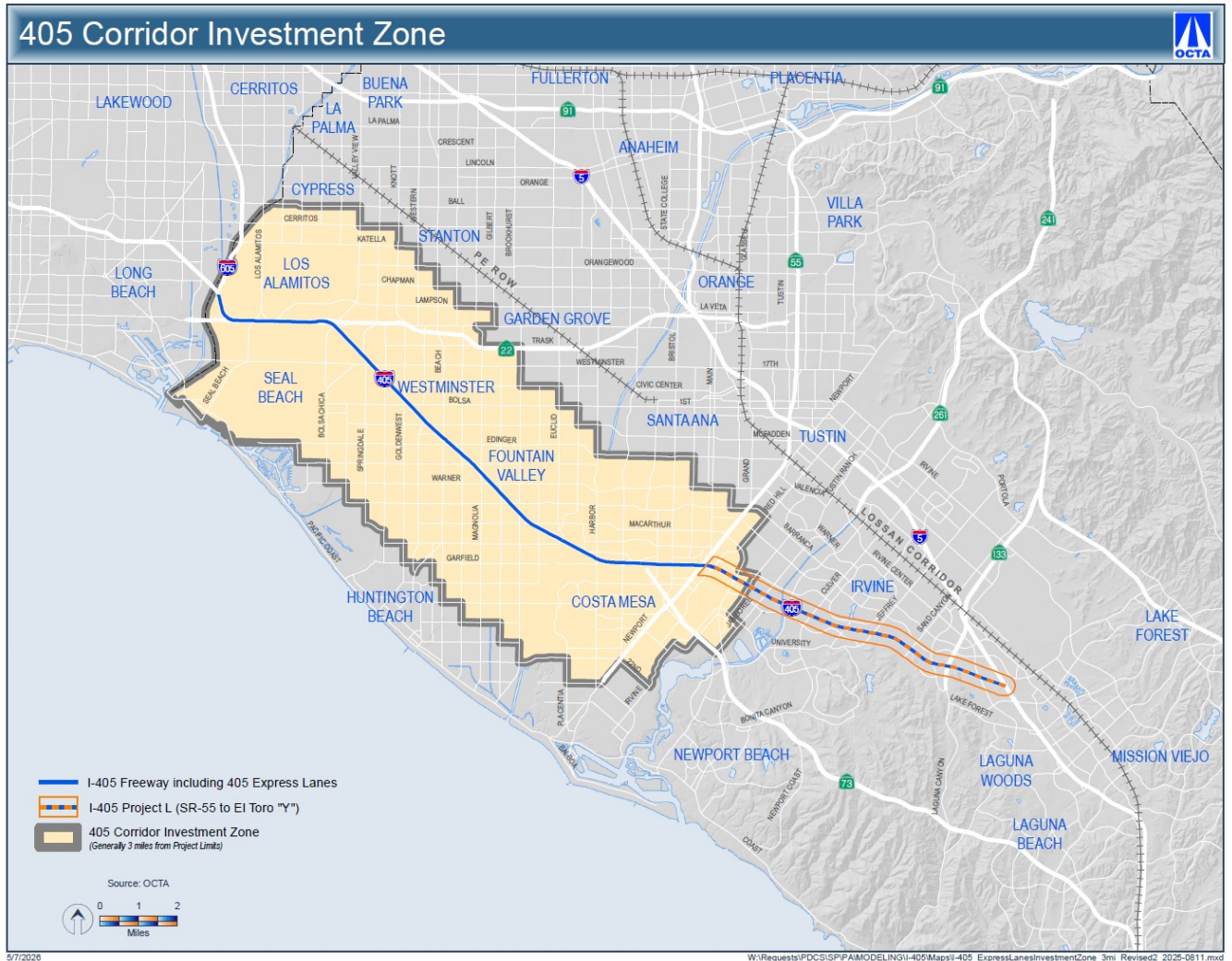
Chair

OCTA Executive Director of Planning shall serve as the Chair position. The Vice Chair shall be a member from either OCTA or Caltrans, with the first Vice Chair being the General Manager, Express Lanes.



Duration of Existence

The 405 Corridor TAC will continue as long as the 405 Corridor is generating excess revenue plus at least one year following the generation of excess revenue.



Initial 405 Express Lanes Excess Toll Revenue Expenditure Plan





405 Express Lanes Background



I-405 – Interstate 405
SR-22 – State Route 22

- Opened December 2023
- Part of the I-405 Improvement Project, which included improvements to general-purpose lanes, interchanges, streets, sidewalks, and bicycle lanes
- Two express lanes in each direction across 14 miles
- Tolls vary by hour, day of the week, direction of travel, and distance traveled
- Tolls adjusted regularly to ensure a free-flowing commute
- Toll-free travel available for carpoolers, motorcycles, designated veterans, and disabled persons' license plates
- Promise made to keep any excess toll revenue within the I-405 freeway corridor



Requirements for Toll Revenue Expenditure Plan

Tolling authority through AB 194 (Chapter 687, Statutes of 2015) – CTC approval May 2016

- Excess revenues to be used in the corridor pursuant to an expenditure plan adopted by the sponsoring agency's governing Board
- Required consultation on excess toll revenue expenditure plan with the Caltrans
- Annual report to the CTC, which the CTC uses in its annual report to the Legislature

Title 23 of United States Code 129 (Title 23): Toll roads, bridges, tunnels, and ferries

- Restricts excess toll revenue to purposes authorized under Title 23, governing federal aid highway programs

Toll operating agreement - Caltrans

- OCTA responsible for operations and maintenance using express lanes revenue
- Develop excess toll revenue expenditure plan five years before excess revenues available in partnership with Caltrans

Transportation Infrastructure Finance and Innovation Act

- Toll revenues used first for operations and maintenance and for loan repayment based on payment schedule
- Excess toll held in distribution lock-up for first five years
- 50 percent of excess revenues go toward loan repayment until paid off

Caltrans – California Department of Transportation
CTC – California Transportation Commission
OCTA – Orange County Transportation Authority



Excess Toll Revenue Expenditure Plan

Plan is Required to:

- Establish policy guidance for reinvestment of future net toll revenue
- Ensure consistency with state law and OCTA planning goals
- Prepare for transparent and equitable future decision making

Why Now?

- Net excess toll revenue anticipated in 2029
- OCTA must start to develop an expenditure plan at least five years before excess toll revenues become available, as required by the toll operating agreement with Caltrans





Approved Excess Toll Revenue Principles

Corridor Mobility and User Experience

- OCTA Board-selected improvements for the I-405 freeway corridor
- Improve experience, relieve congestion, and enhance safety
- Improve toll lane technology and other enhancements
- Public transportation that reduces congestion in the corridor

Multimodal and Inclusive Planning

- Use of OCTA-developed multimodal plans
- Consideration of stakeholder and community input
- Where applicable, policies and programs should support equity

Financial Stewardship

- Pay-as-you-go financing preferred, but bond financing can be considered
- Supplement, not supplant, state and federal revenues
- Maintenance of effort commitment by the State

Board – Board of Directors



Approved Excess Toll Revenue Policy/Framework

Planning and Project Development

- Development of a 405 Corridor Plan
- Align with Long-Range Transportation Plan, Regional Transportation Plan, city Capital Improvement Program, and the Master Plan of Arterial Highways
- Project list development through established process
- Competitive process for local agencies
- Formation of I-405 TAC

Financial Structure and Accountability

- Establishment of a reserve (eight percent) and planning (two percent) set-aside
- Expenditure Plan updated annually and approved through OCTA's established committee and Board process
- Requirements for matching funds and leveraging other resources
- Maintenance of effort expectations through focus on enhancements

Oversight and Transparency

- Audits and other oversight tools will ensure transparency and accountability



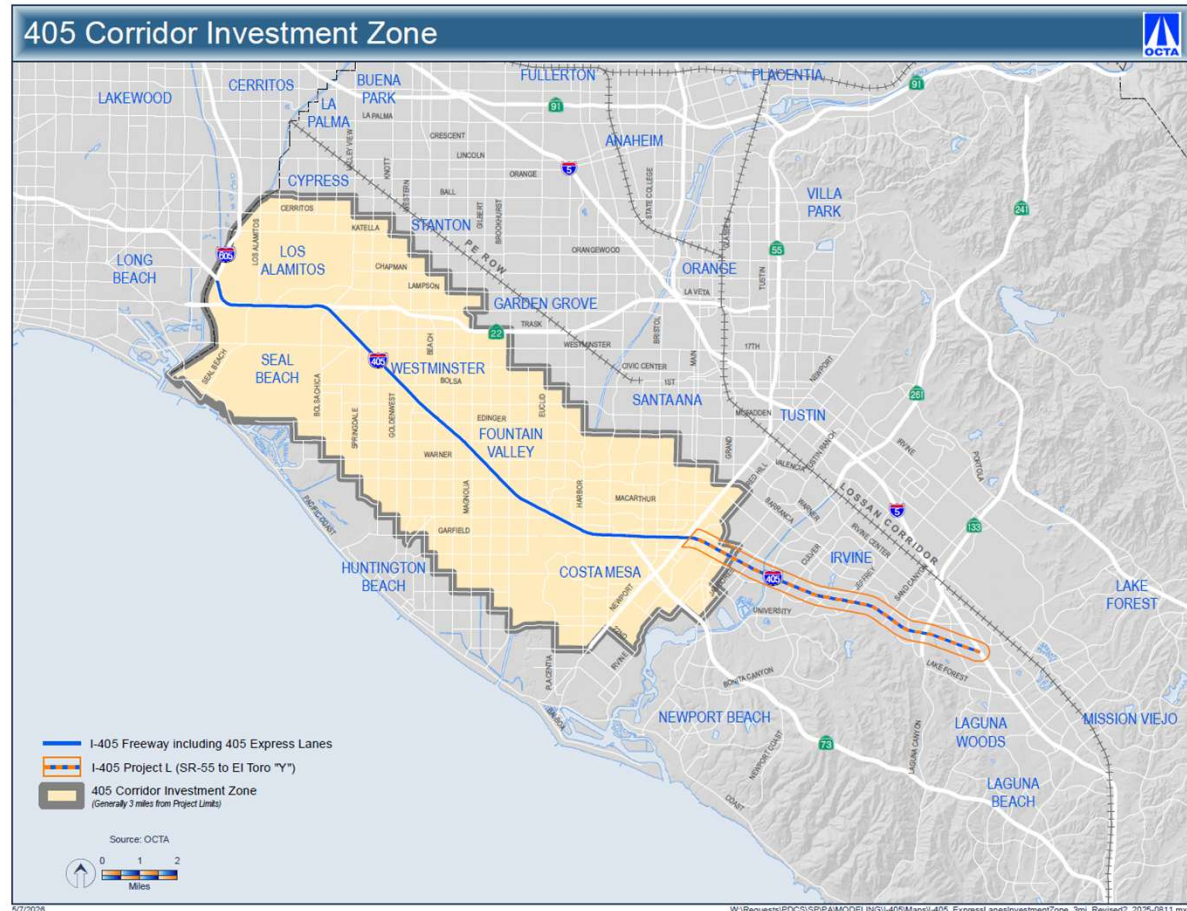
TAC – Technical Advisory Committee



Investment Zone

405 Corridor Investment Zone

- Within Orange County
- Three-mile buffer around 405 Express Lanes
- I-405 freeway only extension to the south where it connects to I-5
- Developed based on 405 Express Lanes driver origin and destination data



I-5 – Interstate 5
SR-55 – State Route 55



405 Corridor Plan – Initial Expenditure Plan

Purpose

- Identify multimodal projects that best benefit the I-405 freeway corridor
- Develop criteria to prioritize investments in regional projects
- Develop criteria for competitive call for projects for local projects
- Sets a comprehensive baseline of corridor-wide transportation needs for OCTA, local jurisdictions, and Caltrans

Key Features

- Inclusive of all travel modes: freeway, transit, active transportation, first/last-mile improvements
- Initial focus on projects to be delivered between 2029 through 2036
- Updated every three years to reflect evolving corridor needs
- Identifies potential deficiencies, needs, and opportunities in the corridor

Strategic Function

- Outlines near- and long-term steps needed to advance improvements
- Structured to meet state requirements for a comprehensive multimodal corridor plan, positioning OCTA to compete for SB 1 Solutions for Congested Corridors Program funding
- Informs the annually updated 405 Express Lanes Excess Toll Revenue Expenditure Plan



Eligible Project Types

As promised, OCTA is committed to reinvesting toll revenues from the 405 Express Lanes in ways that benefit all who travel the I-405 freeway corridor

| | Example Priorities |
|---------------------------------|---|
| Express Lanes Operations | <ul style="list-style-type: none">• Improve 405 Express Lanes access, connectivity, and travel-time reliability |
| Freeway Travel | <ul style="list-style-type: none">• Reduce congestion on the I-405 freeway for all users• Advance current and future freeway and roadway projects within the 405 Corridor Investment Zone |
| Multimodal Mobility | <ul style="list-style-type: none">• Invest in transit, local streets, signal synchronization, active transportation, and first/last-mile improvements• Encourage corridor-wide ridesharing and mobility options |
| Policy Alignment | <ul style="list-style-type: none">• Projects must demonstrate benefits to the I-405 freeway system• Must align with OCTA plans (Measure M2, Long-Range Transportation Plan, etc.) and goals for community involvement, sustainability, and efficiency• Ensures consistency with AB 194 and state and federal requirements |



405 Corridor Technical Advisory Committee

Charter Basics

- A committee made up of executive staff from OCTA and Caltrans and public works directors from local jurisdictions in the corridor
- Committee provides technical support and recommendations for the 405 Corridor Plan and prioritizes projects for funding consideration
- Committee concept was included in OCTA's approved policy and framework
- Board has final authority
- Weighted voting recognizes OCTA and Caltrans' roles through AB 194
- Meets quarterly or as needed





405 Corridor Technical Advisory Committee – Members

Voting Members:

- **OCTA (3)***
- **Caltrans (2)**
- City of Costa Mesa (1)
- City of Fountain Valley (1)
- City of Huntington Beach (1)
- City of Seal Beach (1)
- City of Westminster (1)

Ex-Officio Members:

- City of Cypress
- City of Garden Grove
- City of Irvine
- City of Los Alamitos
- City of Newport Beach
- City of Santa Ana
- City of Stanton
- County of Orange

* Number in parentheses represents the number of members/votes.



Timeline and Next Steps

