



AGENDA

Executive Committee Meeting

Committee Members

Andrew Do, Chairman
Mark A. Murphy, Vice Chairman
Lisa A. Bartlett
Michael Hennessey
Steve Jones
Tim Shaw

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California

Monday, December 6, 2021 at 9:00 a.m.

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, telephone (714) 560 5676, no less than two (2) 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.

Guidance for Public Access to the Board of Directors/Committee Meeting

On September 16, 2021, Governor Gavin Newsom signed into law AB 361 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID 19).

Members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



AGENDA

Executive Committee Meeting

Members of the public may address the Board of Directors regarding any item two ways:

Real Time Comment

To provide a real time public comment during the meeting, please access the Zoom at:

<https://us02web.zoom.us/j/82173189650>

Dial In: (669) 900-6833
Webinar ID: 821 7318 9650

Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes. Anyone causing disruption can be removed from the meeting at the discretion of the Chair.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent **90 minutes prior to the start time of 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

Roll Call

Pledge of Allegiance

Director Shaw

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 4)

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.

2. Approval of Minutes

Approval of the minutes of the Executive Committee meeting of October 4, 2021.

3. Measure M2 Quarterly Progress Report for the Period of July 2021 Through September 2021

Francesca Ching/Kia Mortazavi

Overview

Staff has prepared the Measure M2 quarterly progress report for the first quarter of fiscal year 2021-22 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and is available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

4. Capital Programming Policies Update

Adriann Cardoso/Kia Mortazavi

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of local, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. This update captures recent changes in state policies for use of state-directed transportation funds as well as refinements to align existing policies to make the best use of funding opportunities. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.



Regular Calendar

**5. Capital Programs Division - First Quarter Fiscal Year 2021-22
Capital Action Plan Performance Metrics**

James G. Beil

Overview

Staff has prepared a quarterly progress report on capital project delivery for the period of July 2021 through September 2021, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway, transit, and rail projects.

Recommendation

Receive and file as an information item.

6. Employment and Travel Follow-Up Survey Results

Alice T. Rogan/Maggie McJilton

Overview

In an effort to gain an understanding of the impacts of the coronavirus on employment and travel in Orange County, a scientific, statistically valid survey was conducted during the month of July 2020, which served as a baseline to assess patterns at that stage of the pandemic. A subsequent follow-up survey was conducted in September 2021 to assess current employment and travel to see how the commute or remote work patterns may have shifted during the past year.

Recommendation

Receive and file as an information item.



7. Measure M2 2021 Update: Next 10 Delivery Plan

Francesca Ching/Kia Mortazavi

Overview

The Measure M2 Next 10 Delivery Plan aims to strategically deliver Measure M2 freeway, roadway, transit, and environmental projects through fiscal year 2030. A comprehensive review of the M2 Next 10 Delivery Plan was recently conducted to incorporate updates to the Measure M2 sales tax revenue forecast, external funding assumptions, and project cost estimates. As a result of this review, staff has prepared the 2021 update of the Measure M2 Next 10 Delivery Plan, which continues to ensure the realization of Measure M2 commitments, maintain fiscal sustainability, and strive to deliver transportation benefits early. The recommended updates are presented to the Board of Directors for review and approval.

Recommendations

- A. Adopt the 2021 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to monitor revenue and project cost shifts that could affect the delivery plan and return to the Board of Directors with changes if necessary.

Discussion Items

8. Chief Executive Officer's Report

9. Committee Members' Reports

10. Closed Session

There are no Closed Session items scheduled.

11. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, January 3, 2022**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Executive Committee Meeting

Committee Members Present

Andrew Do, Chairman
Mark A. Murphy, Vice Chairman
Lisa Bartlett
Michael Hennessey
Steve Jones
Tim Shaw

Staff Present

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

Committee Members Absent

None

Call to Order

The October 4, 2021, Executive Committee (Committee) regular meeting was called to order by Chairman Do at 9:00 a.m.

Pledge of Allegiance

Director Shaw led in the Pledge of Allegiance.

Chairman Do thanked Vice Chairman Murphy for standing in for him over the last few weeks while dealing with some health issues.

1. Public Comments

Public Comments were received under Item 4.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Item 2)

2. Approval of Minutes

A motion was made by Director Hennessey, seconded by Director Bartlett, and declared passed by those present, to approve the minutes of the Executive Committee meeting of September 2, 2021.

Regular Calendar

3. Measure M2 Next 10 Delivery Plan: Market Conditions Key Indicators Analysis Forecast

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Dr. Wallace Walrod, Ph.D., Chief Economic Advisor of the Orange County Business Council, who provided a PowerPoint presentation on this item.

A discussion ensued regarding:

- Solutions for the backup of goods in the ports and the impact on local businesses.
- Over the last 18 months, most companies have had to ramp downward and work with changing mandates and labor challenges.
- Disruptions to business and the supply chain are causing things to move slowly.
- Challenges to getting people back to work and getting the labor force moving forward may take six-month plus.
- The significant increase in the cost of goods due to the backlog of goods in the ports.
- Companies are reassessing their supply chain, building supply chains that are not as long and less complicated, and moving to manufacture back to the United States.
- Inflationary cost pressures on usdebtclock.org.
- Wage increases at a higher level compared to 2018 as materials costs drive the wage increase five to six percent over the next two to three years.
- Increase in manufacturing at the national level but not necessarily in California due to the high cost of living and state regulations.

Mr. Johnson, CEO said OCTA would continue to focus on delivering the complete program in the most cost-effective way possible by looking at acceleration and how projects will lay out by the end of the calendar year.

A motion was made by Chairman Do, seconded by Vice Chairman Murphy, and declared passed by those present, to continue to monitor market conditions key indicators and provide updates to the Board of Directors as appropriate.

4. South Orange County Transportation Projects Update and Cooperative Agreement

Kia Mortazavi, Executive Director of Planning, provided a PowerPoint presentation on this item.

Director Bartlett wanted to recognize the amount of collaboration, cooperation, and time dedicated to getting this cooperative agreement to the Executive Committee for approval. Since taking office of the fifth district, one of her main focuses has been improving regional mobility, reducing south county traffic, and supporting transportation solutions within the fifth district since there is only one freeway, Interstate 405 (I-405), connects to Interstate 5 (I-5).

Director Bartlett also stated the cooperative agreement secures the process relative to the three projects and commits San Clemente to keep the Los Patrones Parkway (LPP) extension in the general plan. It is essential for this project as part of the three-prong project for the south county.

Chairman Do complimented Director Bartlett on her focus on regional mobility.

Director Shaw inquired about the extension of the High Occupancy Vehicle lane on the I-5

Mr. Mortazavi responded that OCTA staff is working with the San Diego Association of Governments (SANDAG). He stated SANDAG recently released its regional transportation plan, and the original idea was to have managed lanes up to the county line. The current goal is to convert a general-purpose lane to a priced managed route.

Public comment was heard from Amanda Quintanilla, stating a false narrative was presented by some of the city council from San Clemente. She stated that residents do not want the LPP extension to go through the town. She said that San Clemente residents had opposed LPP from the beginning when it was entered as a receive and file item in January 2019 by Supervisor Bartlett. In addition, she noted that San Clemente residents spoke in opposition at the March 12, 2020, Transportation Corridor Agencies Board of Directors meeting.

Ms. Quintanilla stated the cooperative agreement was discussed behind closed doors without public input. Furthermore, this cooperative agreement infringes upon the rights of San Clemente residents.

Allison Cheshire, Board Specialist, Senior, reported that a public comment was received via email from Mike Balsamo, Senior Vice President, Government Relations of the City of Rancho Mission Viejo. The comment was emailed to the Committee members on Friday, October 1, 2021, and would be retained as part of the records of today's meeting.

Director Bartlett stated she received a copy of the letter from Mr. Balsamo, and he is in favor of the approach that OCTA is taking relative to the cooperative agreement.

A motion was made by Director Bartlett, seconded by Chairman Do, and declared passed by those present, to authorize the Chief Executive Officer, or his designee, to execute a cooperative agreement with the County of Orange and the City of San Clemente to work cooperatively on south Orange County regional transportation solutions.

Discussion Items

5. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

Federal Update

- On September 30th, the President signed a short-term continuing resolution to fund government operations through December 3rd.
- Congress approved a 9-week stopgap funding bill to continue negotiations on a year-long appropriations package to fund most government programs.
- On October 1st, the House passed a 30-day extension of Highway Trust Fund authority that had expired October 1, which the Senate then approved, and the President signed on Saturday, October 2nd.
- This action restored funding for the Department of Transportation affected programs and employees who had been furloughed since Friday to return to work today.
- Both temporary extensions were approved after negotiations stalled surrounding the broader Infrastructure Investment and Jobs Act, also known as the infrastructure bill.
- Staff will continue to monitor the situation and provide updates to the Board as they become available.
- Staff will also present an in-depth analysis to the Legislative and Communications Committee on Oct. 21st.



Metrolink Update

- Starting today, both Metrolink and Pacific Surfliner have resumed service in south county.
- The work went well, with approximately 12,000 tons of riprap put in place over the last few weeks.
- All riders were notified about service resuming and potential delays this week due to trains traveling at reduced speeds to ensure safety and monitor the tracks.

Welcome Pass Update

- The discounted Welcome Pass launched about a month and a half ago to encourage riders to return to public transportation.
- More than a quarter-million boardings have been recorded with these passes, which provide a 40 percent savings off the regular bus fare.
- The Welcome Pass will continue to be on sale through November 15th.

6. Committee Members' Reports

Director Bartlett expressed thanks to OCTA for finding and implementing a quick solution to the track issues in San Clemente.

7. Closed Session

There were no Closed Session items scheduled.

8. Adjournment

The meeting was adjourned at 9:54 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Monday, November 1, 2021** at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Mark Murphy
Vice Chairman

Allison Cheshire
Clerk of the Board Specialist, Senior



December 6, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Quarterly Progress Report for the Period of July 2021 Through September 2021

Overview

Staff has prepared the Measure M2 quarterly progress report for the first quarter of fiscal year 2021-22 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and is 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 Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental improvements, as well as a governing ordinance, which defines the requirements for implementing the Plan. Ordinance No. 3 (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.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements and high standards of quality called for in the measure, as identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the Board of Directors (Board). The Board is also provided with individual project staff reports and overall reports on the status of various capital projects by the Capital Programs Division.

Discussion

This quarterly report reflects current activities and progress across all M2 programs for the period of July 1, 2021, through September 30, 2021 (Attachment A). The report includes project budget and schedule information as provided and reported in the Capital Action Plan. Information on the Local Fair Share and Senior Mobility Program (SMP) payments made to cities during the quarter is also included.

Additionally, Attachment A includes a summary of the Program Management Office activities, of which two areas are highlighted below.

Market Conditions Forecast and Risk Analysis

At the Board's direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model and is updated biannually to identify potential cost risk factors for M2 project delivery. On October 11, 2021, the results of the fall analysis were presented to the Board. The report forecasted that OCTA may experience a high inflation cost environment from 2022 through 2024, due to more volatile market conditions. Major drivers of increased cost pressures include a spike in requests for building permits and, by correlation, the cost of materials. Additionally, previous patterns of material prices were mixed; however, recent data reflects a more uniform increase on all major construction materials due to market disruptions and overall demand. Staff will continue to monitor market conditions and provide updates to the Board as appropriate.

Sales Tax Revenue Forecast/Next 10 Delivery Plan (Next 10 Plan)

Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs. The draft updated 2021 Next 10 Plan is anticipated to be presented to the Board on December 13, 2021. The update will incorporate the M2 sales tax revenue forecast of \$13.2 billion that was presented to the Board on September 27, 2021, as part of the fall update of the market conditions forecast and risk analysis, along with updated project schedules and estimates.

Progress Update

The following provides an overview of M2 accomplishments to date by mode, as well as highlights of activities that occurred during the first quarter of fiscal year (FY) 2021-22.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. Currently, while in year 11 of the 30-year program, 13 project segments are complete, four are in construction, and another six are readying for construction. The remaining seven project segments are in various stages of project development.

- State Route 55 between Interstate 5 (I-5) and State Route 91 – On September 13, 2021, the Board approved the release of a request for proposals for the preparation of plans, specifications, and estimates. Proposals were due on October 11, 2021. Design efforts are anticipated to begin in mid-2022. (Project F)
- State Route 57 Northbound from Orangewood Avenue to Katella Avenue – On July 12, 2021, the Board approved the consultant selection to prepare plans, specifications, and estimates. Design efforts are anticipated to begin in early 2022. (Project G)
- Interstate 405 between State Route 73 and Interstate 605 – A project update was presented to the Regional Planning and Highways Committee on August 2, 2021, and to the Board on August 23, 2021, providing progress on construction, risk monitoring, and outreach efforts. During the quarter, the Edwards Street overcrossing bridge was opened to traffic, thereby representing six of 18 bridge replacements completed. The project is 70 percent complete. (Project K)

Streets and Roads

Since 2011, more than \$979 million has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs. To date, 431 project phases have been allocated through the streets and roads competitive funding programs. Of the 431 project phases, 288 phases, equating to approximately 67 percent, have been completed. Additionally, M2 provided \$149.4 million, a portion of the \$668 million total program cost, to grade separate seven streets and rail crossings, leveraging the majority of the funds (\$518.6 million) from local, state, and federal sources.

Highlights this quarter include Board approval on August 9, 2021 of revisions to the Comprehensive Transportation Funding Program Guidelines, and the release of the 2022 annual call for projects (call) for the Regional Capacity Program and Regional Traffic Signal Synchronization Program for up to \$40 million.

Applications for the call were due on October 21, 2021, with programming recommendations anticipated in spring 2022. (Project O and Project P)

Transit

The M2 transit mode includes several programs designed to provide additional transportation options. M2 is the primary funding source for Metrolink commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the services. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions. The three lines serving Orange County now operate 41 weekday trains, a 24 percent reduction from 54 weekday trains. During the quarter, ridership recovery continued to trend positively, as total boardings on the Orange County Line increased on average by approximately 127 percent compared to the same quarter last year. As such, Metrolink and OCTA will continue to reassess the service needs in Orange County.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van extension services connecting to Metrolink (\$483,133 to date), local community-based transit circulators and planning studies (\$40.0 million to date), and bus stop improvements (\$2.9 million to date). In parallel, M2 provides a set amount of annual funding to support three programs intended to expand mobility choices for seniors and persons with disabilities (\$94.0 million¹ to date).

- High Frequency Metrolink Service - A Metrolink FY 2020-21 performance report was presented to the Transit Committee on September 9, 2021, and to the Board on September 13, 2021. Total ridership for FY 2020-21 was nearly 800,000 boardings for OC Metrolink, which represents a 79.4 percent decrease compared to FY 2019-20 due to COVID-19. Ridership in the fourth quarter of FY 2020-21 recorded over 275,000 boardings, a 142 percent increase compared to FY 2019-20, which is indicative of some ridership recovery. (Project R)
- OC Streetcar – A quarterly update was presented to the Transit Committee on July 8, 2021, and to the Board on July 12, 2021, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, construction of the eastbound track on Santa Ana Boulevard between Bristol Street and Raitt Street was completed, including construction of the median island construction and installation of the asphalt pavement. (Project S)

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP Guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

- Community-Based Transit Circulators Program – A ridership report was provided to the Transit Committee on July 8, 2021, and to the Board on July 12, 2021. As restrictions imposed by the pandemic have begun to subside, services are slowly being reinstated. Of the 35 projects awarded, 15 are currently active, nine have been cancelled (primarily due to low ridership), eight are currently suspended (or not initiated) due to COVID-19, and three have been completed. (Project V)

Environmental Programs

The M2 Program includes two innovative programs, the Environmental Cleanup Program (ECP) with specific activity, and the Environmental Mitigation Program (EMP) through funding provided from the M2 Freeway Program. The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological impacts of freeway projects.

On August 9, 2021, the Board approved programming recommendations for ten ECP Tier 1 projects totaling approximately \$2.7 million. Since 2011, the ECP has allocated approximately \$58 million to local jurisdictions for 188 projects for trash removal devices (Tier 1), and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 45.3 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 105 football fields with one foot deep of trash.

Additionally, the Board previously authorized \$55 million for the EMP to acquire conservation lands, fund habitat restoration projects, and develop the Natural Community Conservation Plan/Habitat Conservation Plan. OCTA has acquired more than 1,300 acres (Preserves) and funded 12 restoration projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary 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 established endowment. The performance of the fund may affect the timeframe for full funding of the endowment. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. In July 2021, OCTA made the sixth annual deposit of approximately \$2.9 million into the EMP endowment. As of September 30, 2021, the balance of the endowment was \$22,075,031.

Challenges

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

- The environmental phase of the I-5/EI Toro Road Interchange Project was originally anticipated to be complete by the end of 2019; however, the lack of consensus on a project alternative has delayed the completion. Built into M2 is a promise that projects would be delivered in cooperation with local agencies. As such, efforts to reach a consensus have continued with the cities of Laguna Hills, Laguna Woods, Lake Forest, the California Department of Transportation, and OCTA. In September 2020, an assessment was initiated to analyze all alternatives. This quarter, the assessment was completed, which resulted in the development of an additional seven alternatives. A project update including the assessment results was presented to the Regional Planning and Highways Committee on November 1, 2021, and to the Board on November 8, 2021.
- The OC Streetcar Project has faced many challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control and compliance, added oversight and approvals, and several change requests. The project supplemental contingency has been drawn down more quickly than anticipated due to these challenges. To utilize additional federal funds, OCTA worked with the Federal Transit Administration project management oversight consultant on a comprehensive project risk, cost, and schedule assessment. The results of this effort are anticipated to be presented to the Transit Committee on December 9, 2021, and to the Board on December 13, 2021.
- COVID-19 has affected many elements of M2, such as sales tax revenue forecast, traffic patterns, transit ridership, and administrative processes. To provide flexibility and help local jurisdictions manage the impacts of the pandemic, the Board has approved multiple adjustments including M2 Ordinance amendments and guideline exceptions. While recent updates indicate some recovery of ridership and revenues, continued tracking of COVID-19 impacts to M2 is prudent.

Staff will continue to monitor all program challenges closely to ensure M2 remains deliverable as promised to voters.

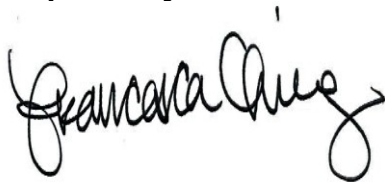
Summary

As required by the M2 Ordinance, a quarterly report covering activities from July 2021 through September 2021, 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. Hard copies are available by mail upon request.

Attachment

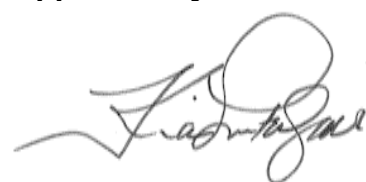
- A. Measure M2 Quarterly Progress Report, First Quarter of Fiscal Year 2021-22, July 1, 2021 through September 30, 2021

Prepared by:



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Approved by:



Kia Mortazavi
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MEASURE M2 QUARTERLY PROGRESS REPORT

First Quarter of Fiscal Year 2021 – 22
July 1, 2021 through September 30, 2021

First Quarter Highlights:

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





MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by M2 Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from July 1, 2021, through September 30, 2021, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote OCTA's Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, M2 progress reports are presented on the Orange County Transportation Authority (OCTA) website. Hard copies are mailed upon request.



The cover photo shows a docent-led equestrian ride through one of OCTA's conservation properties (Preserves). Docent-led hikes and rides, temporarily halted during the coronavirus (COVID-19) pandemic, were reinitiated in September 2021. OCTA offers free hikes and rides that are intended to showcase the open-space lands acquired and preserved as part of the M2 Environmental Mitigation Program.



MEASURE M2 PROGRESS REPORT

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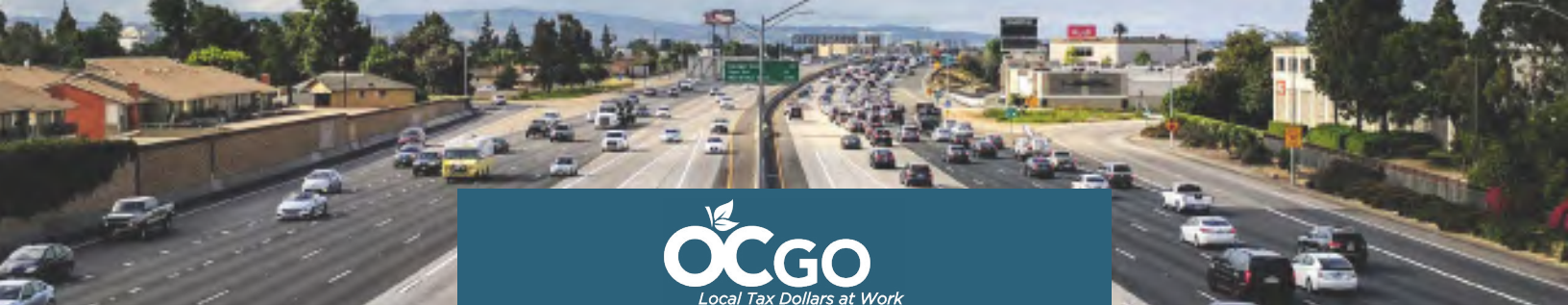
COMMON ABBREVIATIONS

| | |
|---|-------------------|
| Americans with Disabilities Act | ADA |
| Anaheim Regional Transportation Intermodal Center | ARTIC |
| Annual Eligibility Review | AER |
| Board of Directors | Board |
| BNSF Railway Company | BNSF |
| California Department of Transportation | Caltrans |
| Capital Action Plan | CAP |
| Comprehensive Transportation Funding Program | CTFP |
| Conservation Properties | Preserves |
| Construction and Maintenance | C&M |
| Coronavirus | COVID-19 |
| Cost Estimate Review | CER |
| Early Action Plan | EAP |
| Environmental Cleanup Allocation Committee | ECAC |
| Environmental Cleanup Program | ECP |
| Environmental Document | ED |
| Environmental Mitigation Program | EMP |
| Environmental Oversight Committee | EOC |
| Federal Highway Administration | FHWA |
| Federal Transit Administration | FTA |
| Fire Management Plan | FMP |
| Fiscal Year | FY |
| Freeway Service Patrol | FSP |
| Full Funding Grant Agreement | FFGA |
| High Occupancy Vehicle | HOV |
| Interstate 5 | I-5 |
| Interstate 15 | I-15 |
| Interstate 405 | I-405 |
| Interstate 605 | I-605 |
| Local Fair Share | LFS |
| Los Angeles County Metropolitan Transportation Authority | LA Metro |
| Measure M2 or Renewed Measure M | M2 |
| Memorandum of Understanding | MOU |
| Metrolink Service Expansion Program | MSEP |
| Notice to Proceed | NTP |
| Next 10 Delivery Plan | Next 10 Plan |
| Natural Community Conservation Plan/Habitat Conservation Plan | Conservation Plan |

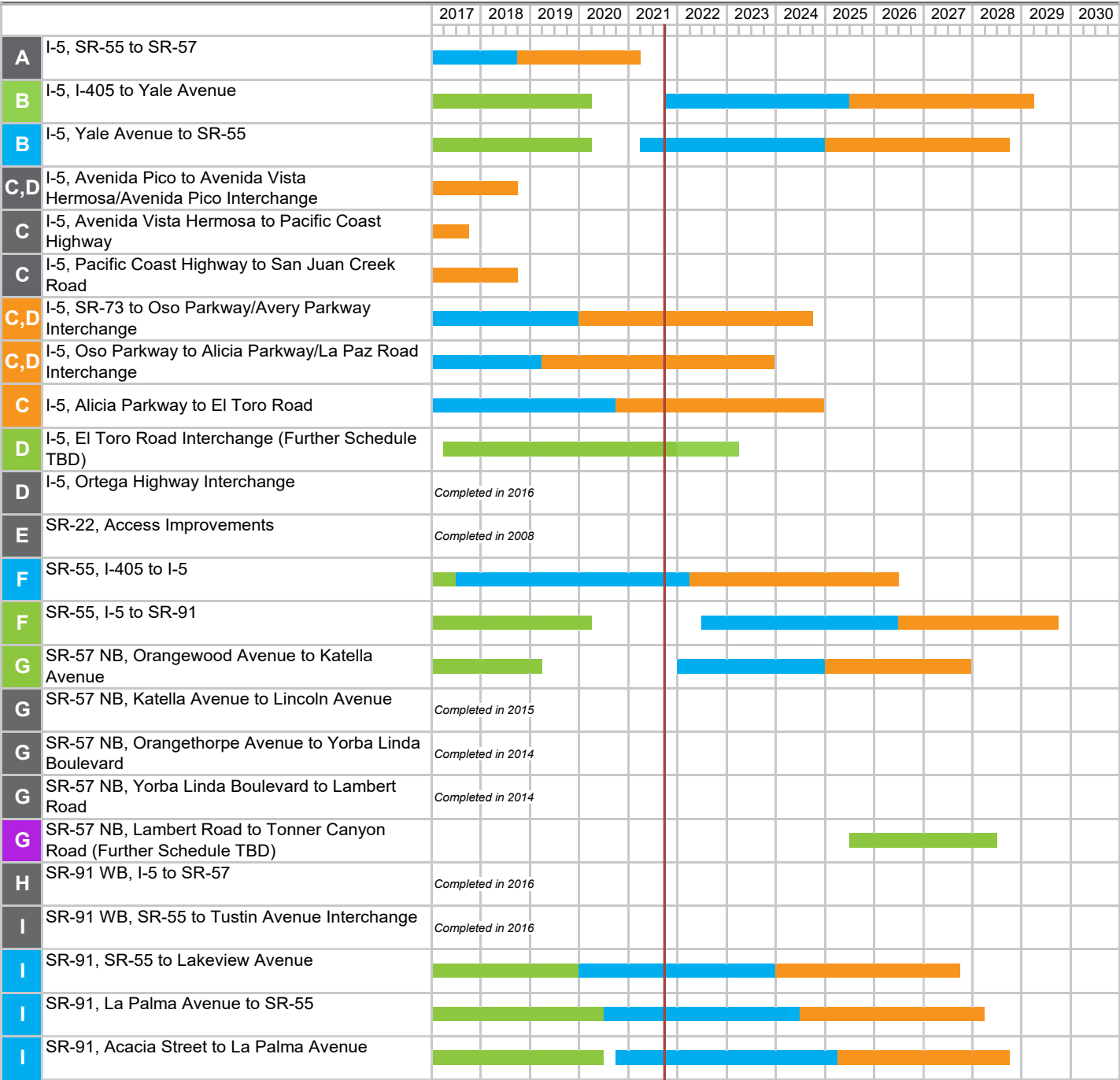
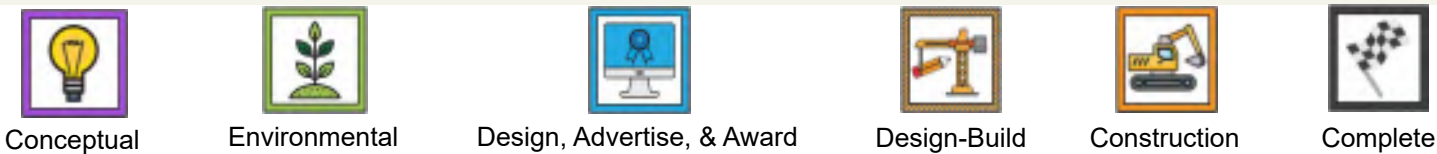


COMMON ABBREVIATIONS

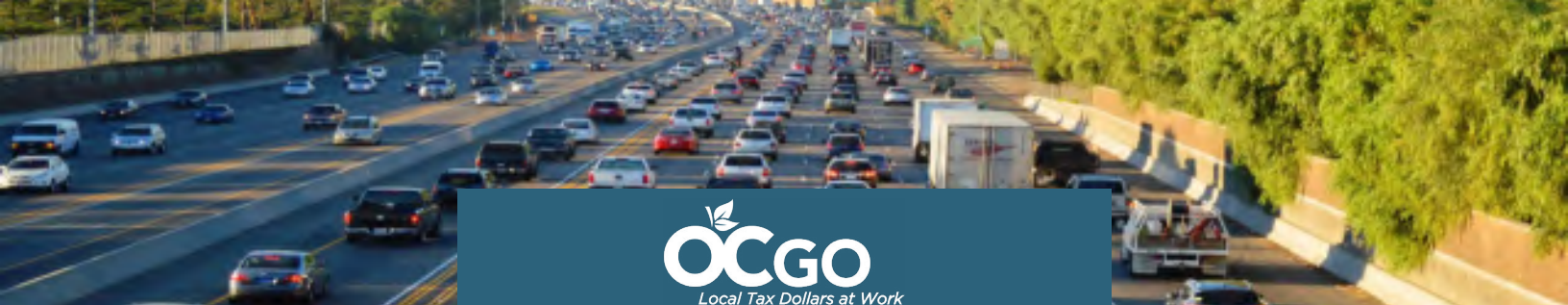
| | |
|---|--------------|
| Operation and Management | O&M |
| Orange County Transportation Authority | OCTA |
| Orange County Unified Transportation Trust | OCUTT |
| Ordinance No. 3 | M2 Ordinance |
| Pacific Coast Highway | PCH |
| Plans, Specifications, and Estimates | PS&E |
| Program Management Office | PMO |
| Project Report | PR |
| Regional Capacity Program | RCP |
| Regional Traffic Signal Synchronization Program | RTSSP |
| Request for Proposals | RFP |
| Resource Management Plan | RMP |
| Right-of-Way | ROW |
| Riverside County Transportation Commission | RCTC |
| Santa Ana Regional Transportation Center | SARTC |
| Senate Bill 1 | SB 1 |
| Senior Mobility Program | SMP |
| Senior Non-Emergency Medical Transportation | SNEMT |
| Southern California Edison | SCE |
| 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 133 | SR-133 |
| State Route 241 | SR-241 |
| State Transportation Improvement Program | STIP |
| Southern California Regional Rail Authority | Metrolink |
| Taxpayer Oversight Committee | TOC |
| To Be Determined | TBD |
| Transportation Investment Plan | Plan |
| United States Army Corps of Engineers | Corps |



MEASURE M2 PROJECT SCHEDULES



Project schedules are based on phase start dates. Shown schedules are subject to change.
¹ Projects managed by local agencies
 For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/#!/schedule>



MEASURE M2 PROJECT SCHEDULES

| | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|-----|---|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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 I-15 (TBD) | | | | | | | | | | | | | | |
| K | I-405, SR-73 to I-605 | | | | | | | | | | | | | | |
| L | I-405, I-5 to SR-55 (Further Schedule TBD) | | | | | | | | | | | | | | |
| M | I-605, Katella Avenue Interchange | | | | | | | | | | | | | | |
| O | Kraemer Boulevard Grade Separation (Placentia) | Completed in 2014 | | | | | | | | | | | | | |
| O | Lakeview Avenue Grade Separation (Anaheim/ Placentia) | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | |
| O | State College Boulevard Grade Separation (Fullerton) ¹ | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | |
| R | Orange Transportation Center Metrolink Parking Structure | | | | | | | | | | | | | | |
| R | Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD) | | | | | | | | | | | | | | |
| R | San Clemente Pier Station Lighting | | | | | | | | | | | | | | |
| R | Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project | | | | | | | | | | | | | | |
| R | Tustin Metrolink Station Parking Structure | Completed in 2011 | | | | | | | | | | | | | |
| R,T | Anaheim Regional Transportation Intermodal Center (ARTIC) ¹ | Completed in 2014 | | | | | | | | | | | | | |
| S | OC Streetcar | | | | | | | | | | | | | | |

Project schedules are based on phase start dates. Shown schedules are subject to change.

¹ Projects managed by local agencies

For full project schedules, see <http://octa.net/About-OC-Go/Projects-and-Programs/##/schedule>



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

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

| Delivery Risk | | Explanation | Proposed Action |
|---------------|--|---|--|
| Financial | | | |
| 1 | The 2021 M2 revenue forecast is \$13.2 billion, which is a \$1.6 billion (13.8 percent) year-over-year increase from the 2020 forecast. While this is good news, it is still \$200 million less than the pre-pandemic 2019 M2 sales tax forecast. Major swings in future revenue projections may further challenge delivery. | Sales tax revenues were impacted by the Great Recession and the COVID-19 pandemic. Changes in consumer spending habits and the 2018 Wayfair decision have impacted sales tax revenues. | The higher 2021 forecast provides a positive change; however, staff will continue to monitor sales tax revenue actuals to ensure delivery of M2 as promised to voters. |
| 2 | Reduced external funding opportunities for the M2 freeway program. | State and federal priorities continue to shift and favor projects that reduce automobile travel, which limit future external funding opportunities for the M2 freeway projects. | Current external funding commitments are assumed in the M2 cash flow for the 2021 Next 10 Plan, but prospects of future revenues for highway projects are low. |
| 3 | Potential for an environment of increasing cost as M2 capital projects are readied for construction. | The fall 2021 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment from 2022 through 2024. This is driven by increases in construction wages, building permits, and construction materials. | To further protect against potential cost increases in the M2 freeway program, an 11 percent program level expense line item has been incorporated in the 2021 M2 cash flow for an economic uncertainty allowance. The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs. |
| 4 | Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments. | The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered. | OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs. |



MEASURE M2 PROGRESS REPORT

| Delivery Risk | Explanation | Proposed Action |
|--|--|---|
| 5 Schedule and scope changes on capital projects that impact delivery and project costs. | Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs. | OCTA will work closely with project partners and project contractors to limit changes in scope and schedules. |
| 6 Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue. | Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue have been greatly impacted in Orange County. | In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink received \$64.6 million in one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, \$4.7 million in Coronavirus Response and Relief Supplemental Appropriations Act funding, and \$22.7 million in American Rescue Plan Act funding which alleviates some concerns in the near-term. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue. |
| Resource | | |
| 7 Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program. | The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise but if additional labor resources are available, it may temper costs and reduce delivery risk. | OCTA will monitor impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. Expert and timely coordination between OCTA and project partners is imperative to manage this risk. |
| 8 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 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. |



MEASURE M2 PROGRESS REPORT

| Delivery Risk | Explanation | Proposed Action |
|-------------------|--|---|
| Regulatory | | |
| 9 | Changing federal and state directives could affect M2 freeway project approvals. | Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. |
| | | The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery. |

Next 10 Delivery Plan ▼

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

On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on the delivery of M2 projects and programs between fiscal year (FY) 2016-17 and FY 2025-26. 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 14, 2020, with four years of the Next 10 Plan complete, OCTA shifted the Next 10 Plan timeframe to span FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning.

On September 27, 2021, the 2021 M2 sales tax revenue forecast of \$13.2 billion was presented to the Board. This represents a \$1.6 billion increase from the sales tax forecast of \$11.6 billion assumed in the 2020 Next 10 Plan. This forecast along with updated schedules, project estimates, and assumptions will be incorporated into the 2021 Next 10 Plan, which is anticipated to be presented to the Board in fall 2021.

Next 10 Plan Deliverables

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

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

The M2 Freeway Program is currently made up of 30 projects/project segments. Deliverable 1 includes 14 projects to be delivered through construction by FY 2029-30. These projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. On January 6, 2021, the I-5 project between SR-55 and SR-57 was completed. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.



Upcoming activities:

- SR-55, I-405 to I-5 – Advertise for construction
- SR-55, I-5 to SR-91 – Award contract for design services

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

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by FY 2029-30, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated annually as part of the Next 10 Plan review. The next review of the Next 10 Plan is anticipated in fall 2021. For more details, see [pages iii-iv](#) (Project Schedules) and the project updates contained in their respective sections.

3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system, synchronize signals (Project O and P), and continue flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs, as appropriate (Project Q).

As of September 2021, OCTA has awarded approximately \$455.6 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls for projects (call). Additionally, approximately \$524.9 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

On August 9, 2021, the Board authorized the 12th call providing up to \$40 million for Project O and Project P in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications are due on October 21, 2021. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2021. For more details, see the project updates on [page 20](#).

Upcoming activities:

- Project O and P - Programming recommendations for the 12th call

4. Maintain Metrolink service and complete two rail station improvements (Project R).

In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.



MEASURE M2 PROGRESS REPORT

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements. The Next 10 Plan identifies two projects to be completed by 2030: Anaheim Canyon Metrolink Station Improvement Project (construction contract was awarded in March 2021) and Placentia Metrolink Station (is ready to begin construction, however, it is contingent on a BNSF construction and maintenance agreement being in place). For more details, see the project updates on [page 26](#).

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

OC Streetcar

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 this quarter included the installation of the overhead contact system (OCS) pole foundations, duct banks, and foundation and block for three soundwalls in the Pacific Electric right-of-way (ROW), completion of the Fairview Street grade crossing, and preparation for rail installation on the Westminster and Santa Ana River bridges. The first seven cars are in the final stages of equipping and the eighth car is in final assembly. Construction is anticipated to be completed in early 2024. See [page 29](#) for more information.

Bristol Street Transit Corridor Study

The study focused on developing options to improve the flow of traffic and public transit along Bristol Street between West 17th Street and Sunflower Avenue (South Coast Metro) and connections to John Wayne Airport and the SARTC. The consultant team submitted the final report to OCTA in June 2021, and the results of the study are anticipated to be presented to the Board in October 2021.

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 \$94 million¹ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program stabilizes fares for seniors and persons with disabilities by discounting the cost of riding transit. See [page 31](#) for more information.

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.



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 35 projects and ten planning studies totaling approximately \$52 million through four calls. The most recent Project V call was programmed by the Board on April 13, 2020. 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.

As of September 30, 2021, 15 projects are active, nine have been cancelled (primarily due to low ridership), eight are suspended (or not initiated) due to the COVID-19 pandemic, and three have been completed. Staff continues to work with local agencies 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 and information on current program performance and service, see [page 33](#).

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, 43 improvements have been completed, 69 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. See [page 33](#) for more information.

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

OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of September 30, 2021, the balance of the endowment was \$22,075,031. For more details, see the program updates on [page 34](#).



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 2011, the Board has approved over \$30 million in funding for 199 Tier 1 projects through 11 calls and \$27.9 million for 22 Tier 2 projects through two calls.

On February 8, 2021, the Board authorized the 11th Tier 1 call, providing up to \$2.8 million to implement street and highway-related water quality improvement programs and projects. Applications were due on May 6, 2021. On August 9, 2021, the Board approved programming recommendations for ten projects for approximately \$2.7 million. The 12th Tier 1 call is anticipated to be released in early 2022. Staff will continue to analyze revenues for future calls and is currently assessing the timing of a future Tier 2 call.

For more details, see the project updates on [page 34](#).

Upcoming activities:

- Project X – Issue 12th Tier 1 call

FREeways

INTERSTATE 5 (I-5) PROJECTS ▼

Segment: I-5, SR-55 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT A

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 February 20, 2019, and the improvements opened to traffic on August 24, 2020. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020.

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

Status: Design Contract Awarded

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT B

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 Board approved the release of the RFP for the preparation of plans, specifications, and estimates (PS&E) on December 14, 2020, and awarded the contract on May 10, 2021. Final design services are anticipated to begin in October 2021.

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

Status: Design Phase Underway - Eight Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

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 design of this project was initiated on May 6, 2021. This quarter, the design consultant worked on surveying the existing facilities, obtaining approval for design enhancements that could reduce overall project costs while improving traffic operations, and began working on roadway geometrics.

FREWAYS

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: Rose Casey, Capital Projects • (714) 560-5729



Summary: This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019.

Segment: I-5, Avenida Vista Hermosa to Pacific Coast Highway

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018.

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

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Project improvements also reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was completed in March 2019.

F R E E W A Y S

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. With a cost estimate of \$557.11 million, the project was above the \$500 million threshold for a “Major Project” designation, as determined by the Federal Highway Administration (FHWA). Major projects require a Cost Estimate Review (CER) workshop. A CER was conducted by the FHWA, Caltrans, and OCTA in February 2018 and resulted in an estimated project cost of \$612.6 million. The OCTA cost estimate for the three segments is currently \$577.1 million.

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

Status: Construction Underway - 46 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between SR-73 and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Niguel and Mission Viejo. The construction contract was awarded on December 19, 2019, and the first working day was March 10, 2020. This quarter, the contractor completed placing the deck for the easterly section of the new Avery Parkway bridge and continued work on several retaining walls in both directions. The installation of all temporary intelligent transportation systems including ramp metering, variable message signs, and closed circuit televisions have been completed. In addition, Caltrans and OCTA have continued coordinating utility work with San Diego Gas and Electric.

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

Status: Construction Underway - 57 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on April 4, 2019, and the first working day was May 29, 2019. This quarter, the contractor continued construction of several retaining walls in both directions, graded slopes on northbound I-5, and completed the installation of columns and pile caps for the new northbound off-ramp bridge structure at La Paz Road over the railroad. In addition, staff continued coordination of the service contract with Southern California Regional Rail Authority (Metrolink).

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

Status: Construction Underway - 19 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and the first working day was January 4, 2021.

FREEWAYS

This quarter, the contractor graded the slope at Aliso Creek and completed pile driving for retaining walls at the north and south of the creek for future freeway widening. The contractor also graded in Aliso Creek. Staff also continued coordination with Southern California Edison for the relocation of their existing facilities and with Caltrans on ROW and utility relocations.

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: Rose Casey, Capital Projects • (714) 560-5729



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 were opened to traffic on September 4, 2015. The project was officially completed on January 15, 2016.

Segment: I-5, El Toro Road Interchange

Status: Environmental Phase In Review

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans is the lead in 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 assessment kick-off meeting was held on September 16, 2020, and the draft final assessment study was completed on May 27, 2021. This quarter, the draft Final Alternatives Assessment Report was completed. OCTA continued coordination with the consultant and Caltrans to finalize the ROW and utility cost estimates for each alternative and continued discussions with the three cities to determine which build alternatives will go into the environmental process. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).



FREeways

STATE ROUTE 22 (SR-22) PROJECTS ▾

PROJECT E

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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 Measure M (M1).

STATE ROUTE 55 (SR-55) PROJECTS ▾

PROJECT F

Segment: SR-55, I-405 to I-5

Status: Design Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

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 design of this project was initiated on September 15, 2017, and the final design was submitted on June 1, 2021. ROW certification and ready-to-list status were obtained on September 2, 2021. The project is anticipated to be advertised in late 2021 and begin construction in mid-2022. Due to complex ROW activities, this project is marked as a cost/schedule risk in the CAP.

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

Status: Environmental Phase Complete; Design RFP released

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a general purpose lane (approximately 7.5 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 final ED and PR were approved on March 30, 2020. The Board approved the release of the RFP for the preparation of PS&E on September 13, 2021. Final design services are anticipated to begin in mid-2022.



FREeways

STATE ROUTE 57 (SR-57) PROJECTS ▼

PROJECT G

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

Status: Design Contract Awarded

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of 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 northbound general purpose lane would join the northbound general purpose lane between Katella Avenue and Lambert Road, which was opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The Board approved the release of the RFP for the preparation of PS&E on March 8, 2021, and awarded the contract on July 12, 2021. Final design services are anticipated to begin in early 2022.

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

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwall improvements 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 project was officially completed on April 21, 2015.

Segment: SR-57 Northbound, Orangethorpe Avenue to Yorba Linda Boulevard

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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 project was officially completed on November 6, 2014.

FREEWAYS

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

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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 project was officially completed on May 2, 2014.

Segment: SR-57 Northbound, Lambert Road to Tonner Canyon Road

Status: Schedule TBD

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: Caltrans previously completed a Project Study Report/Project Development Support document to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. The project will require coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County Line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road, which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be completed by the end of 2021. Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (STIP) funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.

FREEWAYS

STATE ROUTE 91 (SR-91) PROJECTS ▼

Segment: SR-91 Westbound, I-5 to SR-57

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT H

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The project was officially completed on June 23, 2016.

Segment: SR-91, SR-55 to Tustin Avenue Interchange

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT I

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at the 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 project was officially completed on July 15, 2016.

SR-91, between SR-57 and SR-55 is one project broken into three segments. The final ED and PR were approved on June 22, 2020. This project will be funded with 91 Express Lanes excess revenue.

Segment: SR-91, SR-55 to Lakeview Avenue

Status: Design Phase Underway - 70 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide westbound operational improvements (approximately 1.4 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 design of this project was initiated on March 30, 2020. This quarter, the design team submitted the 65 percent structures design and continued work on the 95 percent roadway design.

FREEWAYS

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

Status: Design Phase Underway - 21 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

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. The design of this project was initiated on June 17, 2020. This quarter, the design team submitted the 35 percent structure design, obtained the environmental permit for geotechnical borings, completed geotechnical borings at the Santa Ana River, and continued work on utility coordination.

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

Status: Design Phase Underway; 16 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project will provide westbound operational improvements (approximately 1.7 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 design of this project was initiated on November 30, 2020. This quarter, the design team submitted the 35 percent roadway design and initiated utility coordination.

Segment: SR-91, SR-55 to SR-241

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



PROJECT J

Summary: This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.

FREEWAYS

Segment: SR-91 Eastbound, SR-241 to SR-71

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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 project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: SR-91, SR-241 to I-15

Status: Riverside County Transportation Center's (RCTC) Design-Build - Initial Phase Complete on March 20, 2017; Alternatives Analysis Underway

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project plans to add a general purpose lane on SR-91 between SR-241 and I-15. 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, capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/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 Corridor Operation Project, which began construction in late 2020 and is anticipated to be completed in late 2021. In addition, OCTA and RCTC are conducting 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. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The consultant conducted a value analysis workshop where various stakeholders provided feedback on conceptual alternatives. A final alternatives analysis report is anticipated to be completed in late 2021.

FREWAYS

INTERSTATE 405 (I-405) PROJECTS ▼

PROJECT K

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

Status: Design-Build Underway - 70 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane (approximately 14 miles) between Euclid Street and I-605 in both directions and a second HOV lane in both directions that will combine with the existing HOV lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.² The limits of the project is approximately 16 miles. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design refinements and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Edinger Avenue, Ward Street, and Warner Avenue. In September 2021, the Edwards Street bridge was completed and opened to traffic. Two-stage bridges (partially closed but allows throughway traffic during construction) at Bolsa Avenue, Bolsa Chica Road, Brookhurst Street, Fairview Road, Goldenwest Street, and Westminster Boulevard are also underway. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges is ongoing. Construction of the Heil Street pedestrian overcrossing is also underway. This quarter, construction started at the new SR-73/I-405 connector bridge. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Substantial completion of the project is anticipated in late 2023.

² The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state, and federal funds. The express lanes portion of the project is financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.

Segment: I-405, I-5 to SR-55

PROJECT L

Status: Environmental Phase Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a general purpose lane (approximately 8.5 miles) in both directions along I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in each direction. The final ED and PR were approved on August 31, 2018. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



FREEWAYS

INTERSTATE 605 (I-605) PROJECTS ▼

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase Underway - 45 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729

PROJECT M

Summary: This project will make enhancements at 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 design of this project was initiated on December 28, 2020. This quarter, the design team obtained concurrence on geometric concepts that provide additional operational improvements, and continued to work on obtaining permits, updating the utility management matrix, and further developing a conceptual landscaping plan.

FREEWAY SERVICE PATROL ▼

Status: Service Ongoing

Contact: Cliff Thorne, Operations • (714) 560-5975

PROJECT N

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have 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 17,631 services.³ Since June 2012, FSP has provided a total of 629,468³ services on the Orange County freeway system.

³ Service calculations are based on all services provided as FSP is funded by M2 and external sources.

STREETS AND ROADS

REGIONAL CAPACITY PROGRAM ▼

Status: 12th Call Currently Open

PROJECT O

Contact: Joseph Alcock, Planning • (714) 560-5372

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 11 calls, the Board has awarded 164 projects totaling more than \$339 million including \$24 million in external funding. On August 9, 2021, the Board approved the release of the 12th call. Applications for the 12th call are due on October 21, 2021, and programming recommendations are anticipated to be presented to the Board in spring 2021.

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 July 13, 2020, the Board approved program closeout and budget adjustment to approximately \$668 million in committed M2 and external funds for all the OC Bridges grade separation projects. Minor activities this quarter include continued work on the closeout of two projects.

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained by the cities of Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or claims identified. Funding reimbursement and closeout have been completed.

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained from the cities of Anaheim and Placentia 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.



STREETS AND ROADS

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained from the cities of Anaheim and Placentia 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: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained from the cities Anaheim and Placentia in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained from the City of Fullerton in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include project closeout with BNSF and processing final invoices. Funding reimbursement and closeout are ongoing.

STREETS AND ROADS

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained from the City of Fullerton in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Activities this quarter include processing final invoices. Funding reimbursement and closeout are ongoing.

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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. Construction acceptance was obtained from the cities of Anaheim and Placentia 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.

STREETS AND ROADS

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM ▼

PROJECT P

Status: 12th Call Currently Open

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

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

To date, OCTA and local agencies have synchronized more than 3,200 intersections over more than 838 miles of streets (94 completed projects). Through 11 calls, 104 projects totaling more than \$115.8 million have been awarded. Overall, OCTA has funded 123 projects totaling more than \$140.8 million, including \$25.5 million in leveraged external funding.

On August 9, 2021, the Board approved the release of the 12th call. Applications for the 12th call are due on October 21, 2021, and programming recommendations are anticipated to be presented to the Board in the spring of 2022.

Additionally, OCTA held its biannual Traffic Forum on September 29, 2021, in a virtual setting with over 80 attendees. Presentations included updates to the Traffic Signal Synchronization Master Plan, Corridor Operations Performance Report, Signal Performance Measures Pilot, and an update on OC Streetcar improvements presented by the City of Santa Ana.

LOCAL FAIR SHARE ▼

PROJECT Q

Status: Ongoing

Contact: Ben Torres, Finance • (714) 560-5692

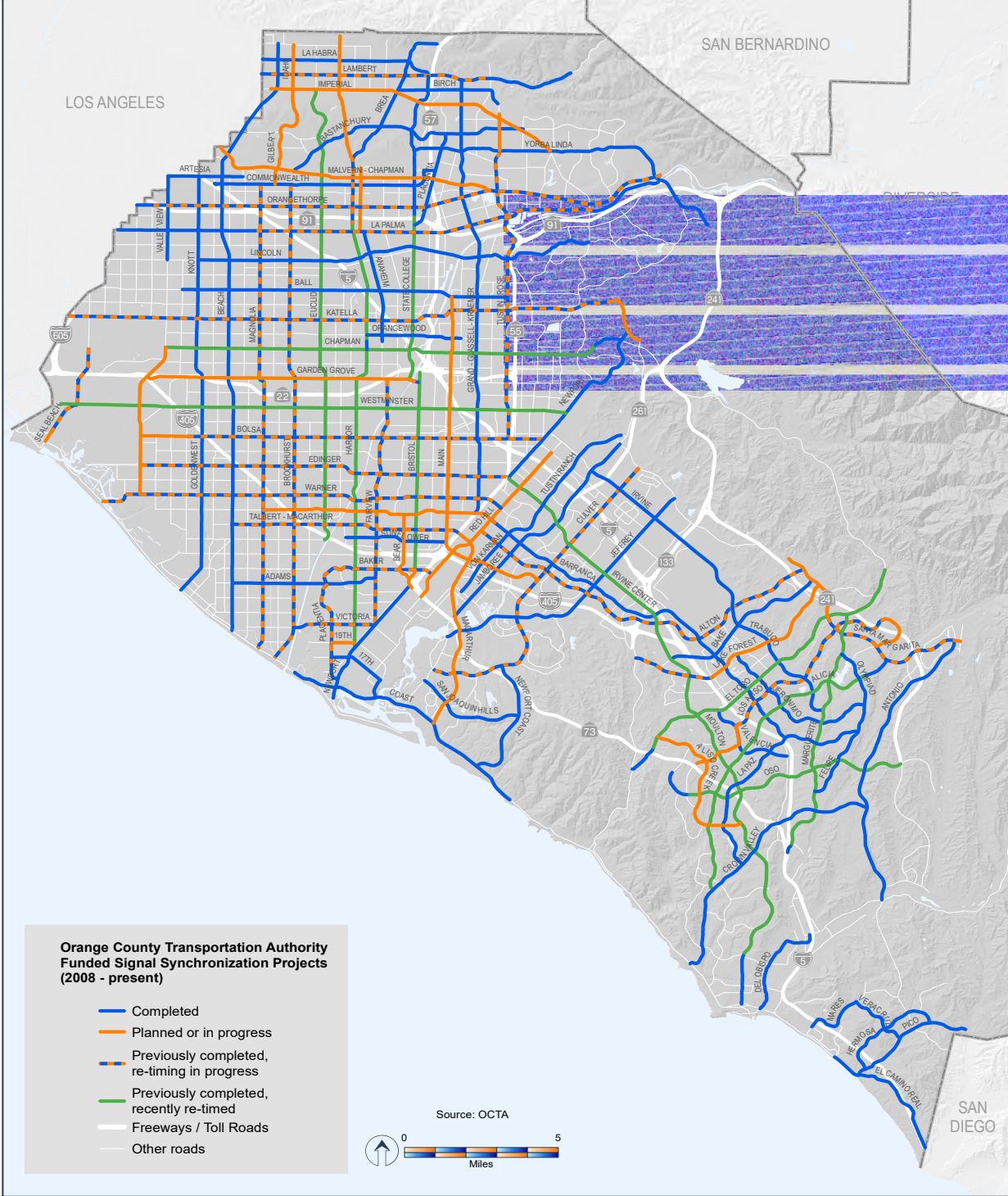
Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local agencies are reviewed to determine eligibility to receive M2 funds. All local agencies have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated to local agencies by formula. Since 2011, approximately \$524.9 million in LFS payments have been provided to local agencies as of September 30, 2021.

See [pages 51-52](#) for funding allocation by local agency.



STREETS AND ROADS

Orange County Transportation Authority-Funded Signal Synchronization Projects (2008 - Present)



TRANSIT

HIGH FREQUENCY METROLINK SERVICE ▼

PROJECT R

Project R will 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: Jennifer Bergener, Operations • (714) 560-5462



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. 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: Service Ongoing

Contact: Dinah Minter, Operations • (714) 560-5740

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

In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. However, in March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 weekday trains, a 24 percent reduction from 54 weekday trains. Once ridership recovers following the pandemic, Metrolink and OCTA will reassess the service needs in Orange County and reinstate various trains.

TRANSIT

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, better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the CAP pages on [pages 53-57](#).

Segment: Anaheim Canyon Metrolink Station Improvements

Status: Construction Underway - 15 Percent Complete

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

Summary: This OCTA-led project will add a second main track and passenger platform, extend the existing passenger platform, add improvements to at-grade crossings for pedestrian circulation, and install new station amenities including benches, shade structures, and ticket vending machines. The project was advertised on October 26, 2020, and the Board awarded the construction contract on March 22, 2021. Construction began on May 10, 2021, and is anticipated to be completed in early 2023.

Segment: 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.

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

Status: PROJECT COMPLETE

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



Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017.

TRANSIT

Segment: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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



Summary: This project includes 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.

Segment: New Placentia Metrolink Station and Parking Structure

Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance (C&M) agreement

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

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The project will be ready to advertise once a C&M agreement with BNSF is in place. Due to dependency on the C&M agreement, this project is marked as a cost/schedule risk in the CAP.

Segment: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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



Summary: This OCTA-led project added lighting to the existing platform and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.



Additional Rail Corridor Improvements

Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations
- Railroad ROW Slope Stabilization project at eight locations within the rail corridor to prevent future erosion and slope instability
- Replacement of detectable tiles and painted guidelines at six stations to meet the Federal Transit Administration (FTA) State of Good Repair requirement, enhance safety, and provide clear warnings to passengers with and without disabilities
- Replacement of stairs at the Fullerton Transportation Center

Underway:

- Installation of riprap to stabilize tracks south of the San Clemente Pier Station
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bike trail on the south end along the creek

Segment: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

Contact: Rose Casey, Capital Projects • (714) 560-5729



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 project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.

Segment: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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



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

TRANSIT

Segment: 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.

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

PROJECT S

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, Vehicle Production Ongoing, Limited Notice to Proceed Executed with Operations and Maintenance (O&M) Contractor

Contact: Ross Lew, Rail • (714) 560-5775
Cleve Cleveland, Rail • (714) 560-5535

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

In the Pacific Electric ROW, the contractor continued to install OCS pole foundations, duct banks, and foundation and block for three soundwalls. The Fairview Street grade crossing was completed with the installation of rail, crossing panels, and asphalt pavement. Although work at the Fifth Street crossing began, delays occurred due to utility conflicts. Construction of the Westminster and Santa Ana River Bridges is substantially complete, and work is underway to prepare for rail installation on both bridges.

The majority of the concrete and conduits on the double-sided station platforms at Fairview Street and Raitt Street have been placed, with conduit installations at the Harbor Station ongoing. At the Maintenance Storage Facility (MSF), construction work continued for site utilities, foundation slab, wheel-truing pit, and service and inspection pits. Although there were some construction delays at the MSF while waiting for design and material procurement for cathodic and stray current protection, the majority has been installed, and placement of reinforced concrete and vapor barrier continued. Installation of the MSF yard utilities and the car wash building slab have also been completed.



Construction of eastbound and westbound tracks on Santa Ana Boulevard between Bristol Street and Raitt Street are complete, including the construction of the median island construction and installation of pavement. On Santa Ana Boulevard between French Street and Parton Street, the contractor encountered conflicting utilities within the excavation for track construction, which was addressed by employing a redesigned track slab to avoid the utilities, allowing construction to advance by reducing the overall depth of excavation. The embedded track has been placed along Santa Ana Boulevard westward from Spurgeon Street to 100 feet west of the intersection at Broadway Street, as well as a short portion west of Ross Street. A curved track has been placed from Mortimer Street onto Fourth Street, stopping just east of French Street.

The vehicle manufacturer continued production of the eight S700 streetcar vehicles. OCTA has an on-site resident inspector at the manufacturing facility to oversee the vehicle manufacturing process and ensure compliance with the technical specifications. Currently, the first seven cars are in the final stages of equipping with the installation of the last remaining vehicle components. The eighth car is in final assembly and preparations are underway to commence static (vehicle is stationary) and dynamic (vehicle is in motion) testing next quarter. Other key activities conducted during the quarter included water testing for the emergency battery drive and preparations for the installation of the energy-absorbing bumper.

Ongoing coordination with the vehicle manufacturer on the design features and first article inspections of multiple vehicle components has impacted the anticipated dates for delivery of the S700 vehicles. Staff is in negotiations with the contractor on an updated master program schedule, including options for vehicle storage to align with the availability of the project infrastructure needed to accept and test the vehicles. Staff will return to the Board later this year with any contract amendments required for the contractor as a result of these discussions.

In May 2021, a limited Notice to Proceed (NTP) was issued for the O&M consultant. The O&M general manager has been coordinating with staff on several processes during system integration testing, pre-revenue operations, and revenue operations. The full NTP is pending discussions related to the revised revenue service date with the FTA and OCTA that will occur later this year.

The costs and schedule to complete the project are under review by OCTA and the FTA to consider the challenges encountered and outstanding project risks. Staff will return to the Board in late 2021 to present recommendations for cost and schedule adjustments needed to complete the project. Due to the dependency on the FTA risk analysis, this project is marked as a cost/schedule risk in the CAP.

Project: Bus and Station Van Extension Projects

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

Contact: Joseph Alcock, Planning • (714) 560-5372

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.



TRANSIT

The City of Lake Forest has canceled 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.

METROLINK GATEWAYS ▼

PROJECT T

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

Contact: George Olivo, Capital Programs • (714) 560-5872



Summary: This project constructed the Anaheim Regional Transportation Intermodal Center (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, bikes, 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.

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, nearly \$94 million^{4,5} in Project U funding has been provided under M2.

⁴ 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 fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Senior Mobility Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

PROJECT U

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 age 60 and above multiplied by available revenues. The remaining unallocated funds are distributed to the M2 Project U Fare Stabilization Program.



TRANSIT

Since inception, more than \$27.1 million⁵ has been provided to support 2,510,700 boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. Due to the COVID-19 pandemic, several local jurisdictions have modified or suspended service. This quarter, nearly \$637,000 was paid out to 30 of the 32 participating cities that are currently active. The remaining two cities have temporarily suspended services due to the COVID-19 pandemic.

⁵ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the State of Emergency or transportation services resume, whichever occurs first.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

Contact: Beth McCormick, Transit • (714) 560-5964

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than \$29.3 million has been allocated to support more than 1.4 million SNEMT boardings⁶. This quarter, more than \$663,000 in SNEMT funding was paid to the County of Orange.

⁶ 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.

Nearly \$976,000 in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.2 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$611,000 was utilized. In early April 2020, in response to the COVID-19 pandemic, OCTA temporarily implemented rear-door boarding for passengers in an additional effort to reinforce social distancing and help ensure the health of coach operators and the public. In the latter half of September 2020, OCTA returned to front-door boarding on fixed-route services after installing protective shields. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$37.5 million has been allocated to support 126 million program-related boardings.



COMMUNITY BASED TRANSIT/CIRCULATORS ▼

Status: Service Updates

PROJECT V

Contact: Joseph Alcock, Planning • (714) 560-5372

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, that complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, 15 are currently active, nine have been cancelled (primarily due to low ridership), eight are currently suspended (or not initiated) due to COVID-19, and three 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 fiscal year funding caps. During the quarter, staff worked with Project V-funded local jurisdictions to update existing cooperative agreements to incorporate these programmatic changes.

SAFE TRANSIT STOPS ▼

Status: City-Initiated Improvements Underway or Completed

PROJECT W

Contact: Joseph Alcock, Planning • (714) 560-5372

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, October 2018, and April 2020), which have awarded 122 projects totaling just over \$3.1 million. Out of the 122 projects, 43 improvements have been completed, 69 are in various stages of implementation, and ten have been cancelled. Staff will review M2 revenues and assess the appropriate timing for the next call.

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CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES ▼

Project: Environmental Cleanup Program

Status: Programming Recommendations for the 11th Call Approved

PROJECT X

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 11 rounds of funding under the Tier 1 grants program. A total of 199 projects, amounting to more than \$30 million, have been awarded by the Board since 2011. This includes the August 9, 2021, Board approval of funding recommendations for ten projects totaling approximately \$2.7 million. The 12th Tier 1 call is anticipated to be released in early 2022. Staff estimates that over 45.3 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 105 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase. Staff will evaluate M2 revenues on a regular basis and prior to each call to ensure adequate funding availability.

In addition, there have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. It is estimated that Tier 2 funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

FREEWAY MITIGATION ▼

Project: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: Working in collaboration with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (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, developed to protect the natural habitat



ENVIRONMENTAL

and wildlife on OCTA's Preserves, allowing streamlined project approvals for the M2 freeway improvement 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 also 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 (Corps) 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 between OCTA, the Corps, and the State Board, and constitute another groundbreaking milestone for the M2 EMP.

To date, the Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and are currently at various stages of implementation. To date, three restoration projects 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.

A small fire impacted a portion of the OCTA-funded Aliso Creek restoration project in July 2021. This project is within the Aliso and Wood Canyons Wilderness Park and is being implemented by the Laguna Canyon Foundation. It is not anticipated that this fire will result in an extension of the project timeline. In late 2020, three restoration projects were also impacted by wildfires. All of these projects are being closely monitored and managed by the Irvine Ranch Conservancy, Laguna Canyon Foundation, and the Wildlife Agencies. Status updates for all of these projects will be included in the OCTA Conservation Plan annual reports and will be shared with the Board, Environmental Oversight Committee (EOC), and the public.

As part of the Conservation Plan requirement, an endowment has been established to pay for the long-term management of the Preserves. A review of the Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually; the performance of the endowment fund may affect the time frame for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. The sixth endowment deposit was made in July 2021. Quarterly investment reports are provided to the Board, with the most recent one in December 2021. As of September 30, 2021, the endowment balance was \$22,075,031. The next report is anticipated to be presented to the Board in March 2022.

Staff will continue to oversee and provide endowment updates to the Finance and Administration Committee and the EOC on a regular basis. Resource management plans (RMP) for the Preserves were finalized 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. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.



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In coordination with the local fire authority, staff has been working with a consultant to draft fire management plans (FMP) for the seven Preserves. The FMPs will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These FMPs are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies as well as the local fire authority. The first FMP (Silverado Chaparral Preserve) has been approved by the Orange County Fire Authority. OCTA is coordinating with the Wildlife Agencies to obtain their approval. The remaining FMPs were anticipated to be finalized in late 2021. Some delays have occurred due to external agency staff turnover, complications in determining utility easement information, and the recent availability of species data. As a result, the plans are anticipated to be released in mid-2022. Once completed, these FMPs will be publicly available on the OCTA EMP website.

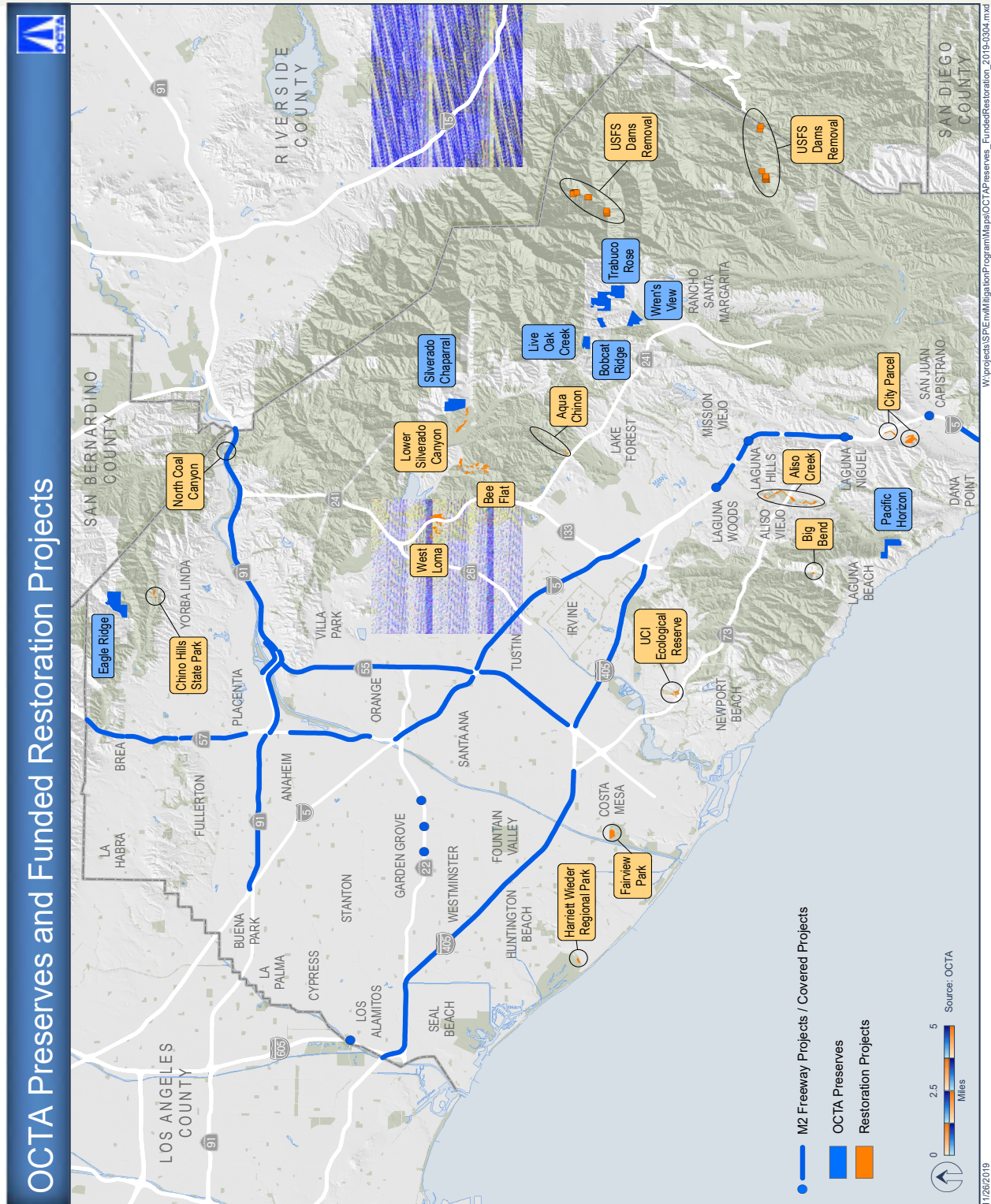
Conservation Plan annual reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2020 were in compliance and on target with the Conservation Plan commitments. OCTA will continue with its efforts to complete the required objectives on time. The next annual report is anticipated to be provided to the Board in late 2021. The annual reports are available for public review at www.PreservingOurLegacy.org.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act's streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project C (I-5 from SR-73 to El Toro Road), Project K (I-405 from SR-73 to I-605), and Project M (I-605/Katella Avenue Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

In September 2021, OCTA reinstituted docent-led hikes and equestrian ride tours in the Preserves. Staff will continue to monitor the impacts of COVID-19 and potential health agency guidance on public gatherings. The schedule will also be available on the M2 website 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.

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE ▼

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

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

Market Conditions Forecast and Risk Analysis

On September 11, 2017, the Board was presented with a Next 10 Plan Market Conditions Forecast and Risk Analysis Report conducted by Dr. Wallace Walrod and Dr. Marlon Boarnet. The consultant'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 to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA's capital program twice a year.

The 2020 fall analysis to the Board identified that OCTA may experience a low inflationary cost environment (ranging from negative two percent to one percent) during 2021 and 2022, followed by a more normal inflationary cost environment in 2023 (ranging from two to six percent). Staff incorporated the information from this analysis into the M2 cash flow for the 2020 update of the Next 10 Plan.

During the quarter, the consultant team completed the 2021 fall update of the forecasting model. The report led to an updated index which suggests OCTA may experience a high inflation cost environment (ranging from six percent to 11 percent) from 2022 through 2024. The main factors for the increasing cost environment include the sharp increase in building permits and, by correlation, the cost of materials. In previous updates, the pattern of material prices was mixed. More recent data reflect a more uniform trend of all material prices increasing partly due to market disruptions and the impacts to many industries as well as overall demand. Another factor that contributes to these inflationary pressures is unemployment. The prior report captured the high unemployment economy due to the COVID-19 pandemic starting in early 2020, which has since declined and may lead to additional cost pressure in the future. Staff will continue to monitor market conditions and effects on the Next 10 Plan and provide updates to the Board as appropriate.

PROGRAM MANAGEMENT

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. With four years of the Next 10 Plan completed to date, on December 14, 2020, the Board approved to shift the timeframe from four years to FY 2020-21 through FY 2029-30. The PMO monitors progress on the ten deliverables identified in the Next 10 Plan and provides status updates.

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. The 2020 Next 10 Plan incorporating the updated forecast of \$11.6 billion was presented to the Board on April 12, 2021. Despite the lower forecast, prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA's commitment to the voters in Orange County.

The 2021 review is currently underway, incorporating an updated sales tax of \$13.2 billion presented to the Board on September 27, 2021, and insight from an updated construction market forecast which will be presented to the Board next quarter. The updated 2021 Next 10 Plan is anticipated to be presented to the Board in late 2021.

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. Four 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, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. During the quarter, the consultant held a kick-off meeting, began interviews with staff and external stakeholders, and started reviewing M2 related documents. Initial findings will be presented to staff in late 2021 and a final report is anticipated to be presented to the Board in early 2022.

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 update for 2020 was finalized and shared with the Taxpayer Oversight Committee (TOC) on April 13, 2021. This document is for PMO tracking purposes but is also helpful to TOC members during their annual compliance findings. On June 9, 2021, the TOC held the M2 annual public hearing and determined that M2 is being delivered as promised to Orange County voters for the 30th consecutive year. The tracking matrix update for 2021 is anticipated to begin next quarter.



PROGRAM MANAGEMENT

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. During the quarter, the city fact sheets through June 2021 were completed. The update incorporated the 2021 RCP and RTSSP projects approved by the Board on May 10, 2021, the March 2021 semi-annual review of CTFP projects approved by the Board on June 14, 2021, and programming updates.

Engineer's Estimate versus Bids Tracking

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

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

M2 Administrative Safeguards

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

PROGRAM MANAGEMENT

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$13.2 billion or 46 percent lower) as a result 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 currently has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, with the understanding that those funds will be repaid with interest in future years that OCTA administrative costs fall below the one percent cap. As of June 30, 2012, OCTA had borrowed approximately \$5.2 million from OCUTT. Over the last few years, OCTA has experienced underruns in the one percent administration cap and has made payments to OCUTT to reduce the outstanding balance. As of September 30, 2021, the principal and accrued interest balances 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.

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 is scheduled to meet every other month. 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



- The Chair shall annually certify whether M2 funds have been spent in compliance with the Plan
- Receive and review the triennial performance assessments of the Orange County Local Transportation Authority to assess the performance of the Authority in carrying out the purposes of the Ordinance

On March 12, 2020 and March 18, 2020, the Governor enacted Executive Orders N-25-20 and N-29-20, authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public due to COVID-19. As a result, the TOC held a meeting on August 10, 2021, via teleconference.

At the August 10, 2021 meeting, three new members and one returning member were welcomed to the Committee. The Committee received presentations on environmental programs, CTFP, and on the I-405 Improvement Project. The Committee also received updates for the OC Streetcar, sales tax revenue forecast, and the status of the community-based transit circulators.

Two subcommittees assist the TOC with their safeguard responsibilities: the Annual Eligibility Review (AER) Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to ensure local jurisdictions have submitted the following documents to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Traffic Signal Synchronization Plan, Pavement Management Plan, and an Expenditure Report. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits.

M2 FINANCING AND SCHEDULE OF FUNDING ▼

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

Revenue Forecast and Collection

OCTA contracts with three universities (Chapman University; University of California, Los Angeles; and California State University, Fullerton) 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 new 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.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. 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.



PROGRAM MANAGEMENT

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. OCTA received final sales tax receipts for FY 2020-21 in August 2021 and presented the final 2021 M2 sales tax forecast update on Board on September 27, 2021. The current revised total nominal sales tax collections over the life of M2 is estimated to be approximately \$13.2 billion, which represents a year-over-year increase of \$1.6 billion in forecasted sales tax when compared to last year's forecast. Although this increase provides a positive outlook on the M2 Program, staff will continue to monitor the short- and long-term impacts on M2 sales tax revenues due to COVID-19 and its variants.

Based on the sales tax forecast information provided by MuniServices, LLC , the budgeted growth rate is 3.6 percent for FY 2021-22. The next updated forecast is anticipated to be brought to the Board in the fall of 2022.

OCTA staff is working closely with MuniServices, LLC and the three universities to monitor and determine the impact of the pandemic on OCTA's sales tax collections and long-term forecast.

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FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited) Schedule 1

| (\$ in thousands) | Quarter Ended Sept 30, 2021 | Year to Date Sept 30, 2021 (A) | Period from Inception to Sept 30, 2021 (B) |
|---|--------------------------------|--------------------------------------|---|
| Revenues: | | | |
| Sales taxes | \$ 100,684 | \$ 100,684 | \$ 3,177,721 |
| Other agencies' share of Measure M2 costs: | | | |
| Project related | 4,026 | 4,026 | 776,845 |
| Non-project related | - | - | 454 |
| Interest: | | | |
| Operating: | | | |
| Project related | 489 | 489 | 6,604 |
| Non-project related | 2,682 | 2,682 | 91,566 |
| Bond proceeds | 724 | 724 | 84,369 |
| Debt service | - | - | 1,063 |
| Commercial paper | - | - | 393 |
| Right-of-way leases | 117 | 117 | 1,495 |
| Proceeds on sale of assets held for resale | 11 | 11 | 12,212 |
| Donated assets held for resale | | | |
| Project related | - | - | 2,071 |
| Miscellaneous: | | | |
| Project related | - | - | 331 |
| Non-project related | - | - | 101 |
| Total revenues | <u>108,733</u> | <u>108,733</u> | <u>4,155,225</u> |
| Expenditures: | | | |
| Supplies and services: | | | |
| Sales tax administration fees | 831 | 831 | 33,192 |
| Professional services: | | | |
| Project related | 1,233 | 1,233 | 447,046 |
| Non-project related | - | - | 34,279 |
| Administration costs: | | | |
| Project related | 2,622 | 2,622 | 96,625 |
| Non-project related: | | | |
| Salaries and Benefits | 750 | 750 | 31,655 |
| Other | 1,532 | 1,532 | 55,483 |
| Other: | | | |
| Project related | 95 | 95 | 5,643 |
| Non-project related | 17 | 17 | 5,201 |
| Payments to local agencies: | | | |
| Project related | 18,260 | 18,260 | 1,154,974 |
| Capital outlay: | | | |
| Project related | 22,744 | 22,744 | 1,642,374 |
| Non-project related | - | - | 31 |
| Debt service: | | | |
| Principal payments on long-term debt | - | - | 67,095 |
| Interest on long-term debt and commercial paper | 17,686 | 17,686 | 267,691 |
| Total expenditures | <u>65,770</u> | <u>65,770</u> | <u>3,841,289</u> |
| Excess of revenues over expenditures | <u>42,963</u> | <u>42,963</u> | <u>313,936</u> |
| Other financing sources (uses): | | | |
| Transfers out: | | | |
| Project related | (8,491) | (8,491) | (326,516) |
| Transfers in: | | | |
| Project related | 535 | 535 | 190,436 |
| Bond proceeds | - | - | 804,625 |
| Payment to refunded bond escrow agent | - | - | (45,062) |
| Total other financing sources (uses) | <u>(7,956)</u> | <u>(7,956)</u> | <u>623,483</u> |

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited) Schedule 2

| (\$ in thousands) | Quarter Ended Sept 30, 2021 (actual) | Year to Date Sept 30, 2021 (actual) | Period from Inception through Sept 30, 2021 (actual) | Period from October 1, 2021 through March 31, 2041 (forecast) | Total |
|--|--|---|--|---|---------------|
| | (C.1) | (D.1) | (E.1) | (F.1) | |
| Revenues: | | | | | |
| Sales taxes | \$ 100,684 | \$ 100,684 | \$ 3,177,721 | \$ 9,997,084 | \$ 13,174,805 |
| Operating interest | 2,682 | 2,682 | 91,566 | 141,415 | 232,981 |
| Subtotal | 103,366 | 103,366 | 3,269,287 | 10,138,499 | 13,407,786 |
| Other agencies share of M2 costs | - | - | 454 | - | 454 |
| Miscellaneous | - | - | 101 | - | 101 |
| Total revenues | 103,366 | 103,366 | 3,269,842 | 10,138,499 | 13,408,341 |
| Administrative expenditures: | | | | | |
| Sales tax administration fees | 831 | 831 | 33,192 | 97,326 | 130,518 |
| Professional services | - | - | 30,504 | 111,373 | 141,877 |
| Administration costs: | | | | | |
| Salaries and Benefits | 750 | 750 | 31,655 | 100,408 | 132,063 |
| Other | 1,532 | 1,532 | 55,483 | 175,277 | 230,760 |
| Other | 17 | 17 | 2,181 | 16,842 | 19,023 |
| Capital outlay | - | - | 31 | - | 31 |
| Environmental cleanup | 417 | 417 | 46,437 | 199,910 | 246,347 |
| Total expenditures | 3,547 | 3,547 | 199,483 | 701,136 | 900,619 |
| Net revenues | \$ 99,819 | \$ 99,819 | \$ 3,070,359 | \$ 9,437,363 | \$ 12,507,722 |
| | (C.2) | (D.2) | (E.2) | (F.2) | |
| Bond revenues: | | | | | |
| Proceeds from issuance of bonds | \$ - | \$ - | \$ 804,625 | \$ 199,300 | \$ 1,003,925 |
| Interest revenue from bond proceeds | 724 | 724 | 84,369 | 71,864 | 156,233 |
| Interest revenue from debt service funds | - | - | 1,063 | 3,586 | 4,649 |
| Interest revenue from commercial paper | - | - | 393 | - | 393 |
| Total bond revenues | 724 | 724 | 890,450 | 274,750 | 1,165,200 |
| Financing expenditures and uses: | | | | | |
| Professional services | - | - | 3,775 | 698 | 4,473 |
| Payment to refunded bond escrow | - | - | 45,062 | - | 45,062 |
| Bond debt principal | - | - | 67,095 | 833,445 | 900,540 |
| Bond debt and other interest expense | 17,686 | 17,686 | 267,691 | 461,472 | 729,163 |
| Other | - | - | 3,020 | - | 3,020 |
| Total financing expenditures and uses | 17,686 | 17,686 | 386,643 | 1,295,615 | 1,682,258 |
| Net bond revenues (debt service) | \$ (16,962) | \$ (16,962) | \$ 503,807 | \$ (1,020,865) | \$ (517,058) |

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited) Schedule 3

| Project | Description | Net Revenues through Sept 30, 2021 | Total Net Revenues |
|--|---|--|-----------------------|
| (G) | (H) | (I) | |
| (\$ in thousands) | | | |
| Freeways (43% of Net Revenues) | | | |
| A | I-5 Santa Ana Freeway Interchange Improvements | \$ 121,019 | \$ 492,993 |
| B | I-5 Santa Ana/SR-55 to El Toro | 77,298 | 314,888 |
| C | I-5 San Diego/South of El Toro | 161,444 | 657,674 |
| D | I-5 Santa Ana/San Diego Interchange Upgrades | 66,431 | 270,622 |
| E | SR-22 Garden Grove Freeway Access Improvements | 30,898 | 125,871 |
| F | SR-55 Costa Mesa Freeway Improvements | 94,240 | 383,905 |
| G | SR-57 Orange Freeway Improvements | 66,612 | 271,356 |
| H | SR-91 Improvements from I-5 to SR-57 | 36,048 | 146,849 |
| I | SR-91 Improvements from SR-57 to SR-55 | 107,243 | 436,876 |
| J | SR-91 Improvements from SR-55 to County Line | 90,687 | 369,430 |
| K | I-405 Improvements between I-605 to SR-55 | 276,231 | 1,125,284 |
| L | I-405 Improvements between SR-55 to I-5 | 82,318 | 335,340 |
| M | I-605 Freeway Access Improvements | 5,150 | 20,978 |
| N | All Freeway Service Patrol | 38,623 | 157,338 |
| | Freeway Mitigation | 66,013 | 268,916 |
| Subtotal Projects | | 1,320,255 | 5,378,320 |
| Net (Bond Revenue)/Debt Service | | - | - |
| Total Freeways | | \$ 1,320,255 | \$ 5,378,320 |
| % | | | |
| Street and Roads Projects (32% of Net Revenues) | | | |
| O | Regional Capacity Program | \$ 307,040 | \$ 1,250,788 |
| P | Regional Traffic Signal Synchronization Program | 122,810 | 500,293 |
| Q | Local Fair Share Program | 552,665 | 2,251,390 |
| Subtotal Projects | | 982,515 | 4,002,471 |
| Net (Bond Revenue)/Debt Service | | - | - |
| Total Street and Roads Projects | | \$ 982,515 | \$ 4,002,471 |
| % | | | |

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited) Schedule 3

| Expenditures through Sept 30, 2021 (J) | Reimbursements through Sept 30, 2021 (K) | Net M2 Cost (L) |
|---|---|-----------------------|
| \$ 10,913 | \$ 7,553 | \$ 3,360 |
| 11,158 | 8,209 | 2,949 |
| 229,378 | 50,108 | 179,270 |
| 2,674 | 527 | 2,147 |
| 5 | - | 5 |
| 50,838 | 22,789 | 28,049 |
| 51,572 | 12,432 | 39,140 |
| 34,958 | 824 | 34,134 |
| 33,030 | 31,248 | 1,782 |
| 15,919 | 14,404 | 1,515 |
| 1,029,518 | 146,375 | 883,143 |
| 9,200 | 6,954 | 2,246 |
| 3,088 | 16 | 3,072 |
| 6,110 | - | 6,110 |
| 57,339 | 7,440 | 49,899 |
| 1,545,700 | 308,879 | 1,236,821 |
| 129,498 | - | 129,498 |
| <u>\$ 1,675,198</u> | <u>\$ 308,879</u> | <u>\$ 1,366,319</u> |
| | | 48.4% |
| \$ 793,597 | \$ 506,844 | \$ 286,753 |
| 87,317 | 10,544 | 76,773 |
| 529,540 | 77 | 529,463 |
| 1,410,454 | 517,465 | 892,989 |
| 37,943 | - | 37,943 |
| <u>\$ 1,448,397</u> | <u>\$ 517,465</u> | <u>\$ 930,932</u> |
| | | 32.9% |

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited) Schedule 3

| Project | Description | Net Revenues through Sept 30, 2021 | Total Net Revenues |
|---|--|--|-----------------------|
| (G) | (H) | (I) | |
| (\$ in thousands) | | | |
| Transit Projects (25% of Net Revenues) | | | |
| R | High Frequency Metrolink Service | \$ 293,634 | \$ 1,247,460 |
| S | Transit Extensions to Metrolink | 271,042 | 1,104,142 |
| T | Metrolink Gateways | 34,048 | 63,930 |
| U | Expand Mobility Choices for Seniors and Persons with Disabilities | 100,698 | 433,707 |
| V | Community Based Transit/Circulators | 61,391 | 250,088 |
| W | Safe Transit Stops | 6,776 | 27,604 |
| | Subtotal Projects | 767,589 | 3,126,931 |
| | Net (Bond Revenue)/Debt Service | - | - |
| | Total Transit Projects | \$ 767,589 | \$ 3,126,931 |
| | % | | |
| Measure M2 Program | | | |
| | | \$ 3,070,359 | \$ 12,507,722 |
| | Net (Bond Revenue)/Debt Service | - | - |
| | Total Environmental Cleanup | \$ 65,386 | \$ 268,156 |
| | % | | |
| Taxpayer Safeguards and Audits | | | |
| | Collect Sales Taxes (1.5% of Sales Taxes) | \$ 47,666 | \$ 197,622 |
| | % | | |
| | Oversight and Annual Audits (1% of Revenues) | \$ 32,693 | \$ 134,078 |
| | % | | |

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2021 (Unaudited) Schedule 3

| Expenditures through Sept 30, 2021 (J) | Reimbursements through Sept 30, 2021 (K) | Net M2 Cost (L) |
|---|---|-----------------------|
| \$ 319,359 | \$ 98,813 | \$ 220,546 |
| 141,221 | 2,133 | 139,088 |
| 98,220 | 60,956 | 37,264 |
| 96,248 | 88 | 96,160 |
| 14,360 | 1,323 | 13,037 |
| 1,179 | 26 | 1,153 |
| 670,587 | 163,339 | 507,248 |
| 21,220 | - | 21,220 |
| \$ 691,807 | \$ 163,339 | \$ 528,468 |
| | | 18.7% |
| <u>\$ 3,815,402</u> | <u>\$ 989,683</u> | <u>\$ 2,825,719</u> |
| - | - | - |
| \$ 46,437 | \$ 311 | \$ 46,126 |
| | | 1.4% |
| \$ 33,192 | \$ - | \$ 33,192 |
| | | 1.0% |
| \$ 31,655 | \$ - | \$ 31,655 |
| | | 1.0% |

LOCAL FAIR SHARE

| M2 Funds | | |
|------------------|---------------------------|---------------|
| ENTITY | 1ST QUARTER FY 2021-22 | FUNDS TO DATE |
| ALISO VIEJO | \$141,638 | \$6,587,855 |
| ANAHEIM | \$1,241,945 | \$54,870,054 |
| BREA | \$201,813 | \$9,466,576 |
| BUENA PARK | \$318,248 | \$14,685,515 |
| COSTA MESA | \$518,338 | \$24,143,829 |
| CYPRESS | \$191,200 | \$8,701,383 |
| DANA POINT | \$123,597 | \$5,516,199 |
| FOUNTAIN VALLEY | \$224,189 | \$10,241,287 |
| FULLERTON | \$477,404 | \$21,499,400 |
| GARDEN GROVE | \$548,195 | \$24,592,864 |
| HUNTINGTON BEACH | \$718,107 | \$32,161,403 |
| IRVINE | \$1,042,324 | \$45,180,675 |
| LAGUNA BEACH | \$88,705 | \$4,200,510 |
| LAGUNA HILLS | \$122,433 | \$5,618,242 |
| LAGUNA NIGUEL | \$244,920 | \$10,987,368 |
| LAGUNA WOODS | \$46,301 | \$2,098,781 |
| LA HABRA | \$199,938 | \$8,718,488 |
| LAKE FOREST | \$299,308 | \$13,135,818 |

LOCAL FAIR SHARE

| M2 Funds | | |
|------------------------|---------------------------|----------------------|
| ENTITY | 1ST QUARTER FY 2021-22 | FUNDS TO DATE |
| LA PALMA | \$50,562 | \$2,661,727 |
| LOS ALAMITOS | \$47,554 | \$2,140,002 |
| MISSION VIEJO | \$329,594 | \$15,401,901 |
| NEWPORT BEACH | \$398,207 | \$18,184,969 |
| ORANGE | \$612,186 | \$27,314,206 |
| PLACENTIA | \$173,621 | \$7,608,253 |
| RANCHO SANTA MARGARITA | \$155,767 | \$6,993,654 |
| SAN CLEMENTE | \$214,694 | \$9,326,411 |
| SAN JUAN CAPISTRANO | \$141,942 | \$6,271,994 |
| SANTA ANA | \$1,020,108 | \$45,933,356 |
| SEAL BEACH | \$86,370 | \$4,105,268 |
| STANTON | \$112,062 | \$4,928,881 |
| TUSTIN | \$338,728 | \$14,825,450 |
| VILLA PARK | \$19,269 | \$861,037 |
| WESTMINSTER | \$309,104 | \$14,106,919 |
| YORBA LINDA | \$225,580 | \$9,961,073 |
| COUNTY UNINCORPORATED | \$964,756 | \$31,856,371 |
| TOTAL M2 FUNDS | \$11,948,706 | \$524,887,719 |

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|---|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| Freeway Projects: | | | | | |
| I-5, SR-55 to SR-57 | \$38.1 | Jun-13 | Mar-17 | Dec-17 | Apr-21 |
| Project A | \$38.9 | Apr-15 | Jun-17 | Nov-18 | Jan-21 |
| I-5, I-405 to Yale Avenue | \$230.5 | Aug-18 | TBD | TBD | TBD |
| Project B | \$230.5 | Jan-20 | Jul-24 | Aug-25 | Feb-29 |
| I-5, Yale Avenue to SR-55 | \$200.4 | Aug-18 | TBD | TBD | TBD |
| Project B | \$200.4 | Jan-20 | Jan-24 | Mar-25 | Sep-28 |
| 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 | \$195.8 | May-14 | Aug-18 | Dec-19 | Sep-24 |
| I-5, Oso Parkway to Alicia Parkway | \$196.2 | Jun-14 | Jun-17 | Jun-18 | Nov-23 |
| Project C & D | \$203.1 | May-14 | Dec-17 | Mar-19 | Dec-23 |
| I-5, Alicia Parkway to El Toro Road | \$133.6 | Jun-14 | Jun-18 | May-19 | Oct-24 |
| Project C | \$165.9 | May-14 | May-19 | Sep-20 | Oct-24 |
| I-5, SR-73 to El Toro Road (Landscape) | TBD | N/A | TBD | TBD | TBD |
| Project C | \$12.4 | N/A | Mar-24 | Nov-24 | Jun-26 |
| I-5, I-5/El Toro Road Interchange | TBD | Nov-19 | TBD | TBD | TBD |
| Project D | TBD | Jan-23 | TBD | TBD | TBD |

Cost/Schedule Risk

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|---|--------------------------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| I-5, I-5/Ortega Interchange | \$90.9 | Jun-09 | Nov-11 | Aug-12 | Sep-15 |
| Project D | \$79.8 | Jun-09 | Dec-11 | Aug-12 | Jan-16 |
| I-5, I-5/Ortega Interchange (Landscape) | N/A | N/A | N/A | N/A | N/A |
| Project D | N/A | N/A | Oct-14 | Sep-15 | Sep-16 |
| SR-55, I-405 to I-5 | \$410.9 | Nov-13 | Apr-20 | Jul-21 | Aug-25 |
| Project F | Cost/Schedule Risk \$503.2 | Aug-17 | Apr-20 | Apr-22 | May-26 |
| SR-55, I-5 to SR-91 | \$131.3 | Jan-20 | TBD | TBD | TBD |
| Project F | \$131.3 | Mar-20 | Jul-25 | Jul-26 | Sep-29 |
| SR-57 Northbound, Orangewood Avenue to Katella Avenue | \$71.8 | Dec-18 | TBD | TBD | TBD |
| Project G | \$71.8 | Mar-19 | Mar-24 | Mar-25 | Oct-27 |
| SR-57 Northbound, 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 Northbound, 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 Northbound, 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 Northbound, 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 Northbound, 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 Northbound, Lambert Road to Tonner Canyon | TBD | TBD | TBD | TBD | TBD |
| Project G | TBD | May-28 | TBD | TBD | TBD |

*Status through September 2021. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|--|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| SR-91 Westbound, 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, 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) | \$100.9 | Oct-18 | Jan-23 | Feb-24 | Sep-27 |
| Project I | \$100.9 | Jun-20 | Jan-23 | Feb-24 | Sep-27 |
| SR-91, La Palma Avenue to SR-55 (Segment 2) | \$208.4 | Oct-18 | Jul-23 | Jul-24 | Mar-28 |
| Project I | \$208.4 | Jun-20 | Jul-23 | Jul-24 | Mar-28 |
| SR-91, Acacia Street to La Palma Ave (Segment 3) | \$116.2 | Oct-18 | Apr-24 | Apr-25 | Sep-28 |
| Project I | \$116.2 | Jun-20 | Apr-24 | Apr-25 | Sep-28 |
| SR-91 Westbound, 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 |
| I-405, SR-73 to I-605 (Design-Build) | \$2,080.2 | Mar-13 | Nov-15 | Nov-16 | Feb-24 |
| Project K | \$2,080.2 | May-15 | Nov-15 | Nov-16 | Feb-24 |
| I-405, I-5 to SR-55 | TBD | Jul-18 | TBD | TBD | TBD |
| Project L | TBD | Aug-18 | TBD | TBD | TBD |

*Status through September 2021. For detailed project information, please refer to the individual project section within this report.

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

| Capital Projects | Cost | | Schedule | | |
|---|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | | Plan/Forecast | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| I-605, I-605/Katella Interchange | \$29.0 | Nov-18 | Mar-23 | Feb-24 | Nov-25 |
| Project M | \$29.0 | Oct-18 | Mar-23 | Feb-24 | Nov-25 |
| Grade Separation Projects: | | | | | |
| 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 |
| Lakeview Avenue Railroad Grade Separation | \$70.2 | Sep-09 | Oct-11 | May-13 | Mar-17 |
| Project O | \$110.7 | Sep-09 | Jan-13 | Nov-13 | Jun-17 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

| Capital Projects | Cost | Schedule | | | |
|---|-------------------|------------------------|-----------------|----------------|-----------------------|
| | Baseline/Forecast | Plan/Forecast | | | |
| | (millions) | Complete Environmental | Complete Design | Award Contract | Complete Construction |
| Rail and Station 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 |
| San Juan Capistrano Passing Siding | \$25.3 | Jan-13 | May-16 | Dec-16 | Feb-21 |
| | \$36.4 | 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 |
| Placentia Metrolink Station and Parking Structure | \$34.8 | May-07 | Jan-11 | TBD | TBD |
| Project R Cost/Schedule Risk | \$40.1 | May-07 | Feb-11 | TBD | TBD |
| 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 |
| | \$5.0 | Feb-14 | Jul-15 | Oct-15 | Sep-17 |
| ARTIC | \$227.4 | Feb-11 | Feb-12 | Jul-12 | Nov-14 |
| Project R & T | \$232.2 | Feb-12 | May-12 | Sep-12 | Dec-14 |
| OC Streetcar | \$424.4 | Mar-12 | Sep-17 | Aug-18 | Dec-21 |
| Project S Cost/Schedule Risk | \$440.0 | Mar-15 | Nov-17 | Sep-18 | Jan-24 |

*Status through September 2021. For detailed project information, please refer to the individual project section within this report.

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November 2021

FREEWAY IMPROVEMENT PROGRAM (A-N)

Interstate 5 (I-5) Projects

- A** I-5, SR-55 to SR-57
- B** I-5, I-405 to SR-55
- C** I-5, SR-73 to El Toro Road
- C** I-5, Avenida Pico to San Juan Creek Road
- D** I-5 Highway Interchanges

State Route 22 (SR-22) Projects

- E** SR-22 Access Improvements

State Route 55 (SR-55) Projects

- F** SR-55, I-405 to I-5
- F** SR-55, I-5 to SR-91

State Route 57 (SR-57) Projects

- G** SR-57 NB, Orangewood Avenue to Katella Avenue
- G** SR-57 NB, Katella Avenue to Lincoln Avenue
- G** SR-57 NB, Orangethorpe Avenue to Lambert Road
- G** SR-57 NB, Lambert Road to Tonner Canyon Road

State Route 91 (SR-91) Projects

- H** SR-91 WB, I-5 to SR-57
- I** SR-91, SR-57 to SR-55
- J** SR-91, SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K** I-405, SR-73 to I-605
- L** I-405, I-5 to SR-55

Interstate 605 (I-605) Projects

- M** I-605 Katella Avenue Interchange Improvements

Freeway Mitigation Restoration Projects
Part of Projects A-M

Freeway Mitigation Acquisition Projects
Part of Projects A-M

STREETS & ROADS (O-Q)

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

TRANSIT PROJECTS (R-W)

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

OTHER PROJECTS NOT SHOWN

Project N: Freeway Service Patrol

Project O: Regional Capacity Program

Project Q: Local Fair Share Program

Project R: Grade Crossing and Trail Safety Enhancements
Metrolink Service Expansion Program

Project U: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program

Project V: Community Based Transit/Circulators

Project W: Safe Transit Stops

Project X: Environmental Cleanup Program



December 6, 2021

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Capital Programming Policies Update

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of local, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. This update captures recent changes in state policies for use of state-directed transportation funds as well as refinements to align existing policies to make the best use of funding opportunities. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.

Background

The Capital Programming Policies (CPP) include programming policies for Measure M2 (M2) funding programs that fall under the M2 Ordinance and associated guidelines. Major state and federal fund sources are also included in the CPP. Most of these state and federal programs provide funding to Orange County on a formula basis. The funding sources have specific transportation improvement goals as defined by the enabling legislation and additional state and federal rules, which are considered in the development of current programming policies. There are multiple state and federal fund sources included in the CPP. Descriptions of external local, state, and federal funding programs and level of funding available to the Orange County Transportation Authority (OCTA) is provided in Attachment A.

Discussion

The CPP is intended to guide the use of future revenues as they become available. The overall goal is to realize the maximum benefit from each source in relation to OCTA's programs and projects, consistent with OCTA's goals; including stewardship, fiscal sustainability, and mobility. Programming requests are brought forward to the Board of Directors (Board) based on state, federal, and local funding program timelines, the achievement of design or project delivery milestones, project needs, cost savings, and other factors. The Board is requested to approve all initial programming actions for capital projects that require a minimum of \$250,000 in any phase. Staff also requests Board approval for increases or an exchange of funding that is \$250,000 or greater, which is consistent with contracting policies established through the Contracts Administration and Materials Management department. Since the CPP was last approved in 2019, the Board has considered and acted on more than 45 staff reports that included programming decisions for various highway, streets and roads, and transit projects. The list of staff reports with recommended and approved programming actions is provided in Attachment B.

This update to the CPP includes changes based on the new state policies related to climate change and the Climate Action Plan for Transportation Infrastructure (CAPTI), which alters how state funds are prioritized, the addition of equity considerations in making funding decisions, the addition of 91 Express Lanes excess revenues and additional minor changes to various programs. The proposed policy changes are further discussed below and described in track changes in Attachment C.

A future item is planned that will address the changes in federal funding programs that will be implemented due to the Infrastructure Investment and Jobs Act that was signed into law last month. Some of the newer programs will require specific federal guidance that will take at least 12 months to move through the rulemaking process. Staff will return when guidance on the primary programs that impact OCTA are clearly described.

Equity Consideration

OCTA continues to take steps to fulfill its stated vision of delivering: "An integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County." In support of this, and consistent with OCTA's 2021 Board and Chief Executive Officer Initiatives, OCTA will consider both the benefits and impacts of proposed improvements to low-income and disadvantaged communities in addressing the mobility needs of the County. This will ensure that equity is considered throughout the planning and project development process and is consistent with actions OCTA is currently taking to ensure that equity is considered in all processes and activities across the organization.

Local Funding Programs – Changes

For Project S (Transit Extensions to Metrolink), programming actions are always tied to an original competitive award of funding but follow-up Board actions may be required to change or increase funding for projects that were originally awarded funds through the competitive process in this program. This is now clarified in the policy for Project S.

Similarly, for Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops), most projects are awarded by the Board through a competitive or local jurisdiction project nomination process but there are some actions for OCTA which support the program and are approved independently, such as the next bus (previously Text 4 Next) project that was originally approved to use Project W funds but was subsequently alternatively funded. The Project V and Project W policies have been updated accordingly.

It is recommended that the CPP integrate the existing policy for use of 91 Express Lanes excess revenues as adopted by the Board in 2014 and attached as Attachment D. Including this fund source in the CPP assures that formal programming is required to access the funds for capital projects, which has been the practice. Also, the Mobile Source Reduction Program is updated to confirm OCTA's priority to draw funds back into Orange County and to support bus and zero emission vehicle programs.

State Funding Programs - Changes

On July 12, 2021, the California State Transportation Agency released the final adopted CAPTI as a response to executive orders (N-19-19 and N-79-20) signed by Governor Newsom and targeted at reducing transportation-related greenhouse gas emissions and vehicle miles traveled (VMT) and increasing the use of zero-emission vehicles. CAPTI outlines a framework for aligning the state's transportation funding investments with the state's climate, public health, and social equity goals.

CAPTI generally aims to prioritize state-directed funding, such as the State Highway Operation and Protection Program and Interregional Improvement Program, as well as competitive funding programs, such as SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program, Trade Corridor Enhancement Program (TCEP), and the Competitive Local Partnership Program (Attachment B). Projects that invest in zero-emission vehicles and multimodal transportation options, such as transit and active transportation projects, will be prioritized for funding while limiting long-term investments in projects that may increase VMT, such as highway capacity projects.

In anticipation of how these policy changes will impact future funding guidelines, staff is proposing changes to the CPP that will allow some flexibility to submit OCTA priority projects for consideration of state funding programs that are consistent with state policies. As an example of the changes that are proposed, staff is expanding the priority for State Transportation Improvement Program (STIP) funding to continue to support eligible freeway, streets and roads, and transit projects but also now include projects that are complementary but not directly included in the M2 Program. This will allow use of STIP funding for OC Bus capital projects, such as the planned Transit Security and Operations Center or real-time electronic messaging signs at high-usage bus stops. Similar changes were made to the policy for the SB 1 Local Partnership Program Formula and the TCEP.

Other changes for state funding programs include clarifying OCTA's role in the Active Transportation Program and removing programs that have exhausted funding sources and are no longer active.

Federal Funding Programs – Changes

To assist local agencies with bicycle, pedestrian and complete street projects, changes are proposed to the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Surface Transportation Block Grant Program (STBG). In recent years, local agencies have had difficulty using CMAQ for bicycle projects because the California Department of Transportation (Caltrans) has taken a restrictive interpretation of the use of funds, limiting their use to only those direct elements within the project that strictly reduce pollution elements. For example, Caltrans may support the use of CMAQ funds to restripe a roadway to add a bicycle lane where one did not previously exist but would not support changing a bicycle lane to a separate class four buffered bicycle lane, because they may argue that the change may not provide additional air quality benefits. While some activities may be supported through this funding source, CMAQ alone cannot support an entire project. STBG is added as a possible source for these projects so in the future, OCTA may develop and issue a call for projects that can support these types of projects with a combination of CMAQ and STBG.

As noted above, programming requests will be brought forward based on state, federal, and local funding program timelines, achievement of design or project delivery milestones, project needs, cost savings, and other factors.

The approved state, federal, and M2 capital programming commitments by project are included in the Capital Funding Program provided in Attachment E.

Summary

This CPP update includes changes required to reflect actual programming actions and issues and based on the new state policies related to funding programs.

Attachments

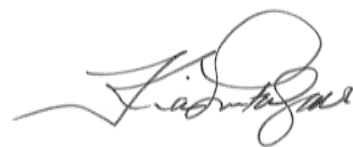
- A. External Funding Sources
- B. List of Board of Directors Reports with Programming Actions for Programs in the Capital Programming Policies, January 2019 – October 2021
- C. Recommended Capital Programming Policies by Fund Source, December 2021 (Changes from February 2019 in Track Changes)
- D. Policy for the Use of Excess 91 Express Lanes Toll Revenues
- E. Capital Funding Program Report

Prepared by:



Adriann Cardoso
Department Manager, Capital
Programming
(714) 560-5915

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

External Funding Sources

| Source | Description |
|--|--|
| Local Sources (New) | |
| County Transportation Commission (CTC)/Mobile Source Air Pollution Reduction Review Committee (MSRC) | <p>Background: Under the CTC MSRC, the MSRC partners with the four transportation commissions in the south coast region to implement innovative transportation control measures that have the potential to reduce significant numbers of car trips or improve the flow of traffic to reduce congestion.</p> <p>Eligible Projects: Traffic signal synchronization, carsharing/bicycle sharing programs, transit pass incentive programs, freeway service patrols.</p> <p>Significant Limitations: Not available in current work program.</p> <p>Estimates: \$2.5 million is available to each CTC.</p> |
| State Sources | |
| Active Transportation Program (ATP) | <p>Background: The ATP was created to encourage increased use of active modes of transportation, such as biking and walking.</p> <p>Eligible Projects: ATP funds can be used for bicycle and pedestrian infrastructure projects, non-infrastructure projects including education, enforcement, and planning activities and combined infrastructure projects with non-infrastructure components.</p> <p>Significant Limitations: The program scoring criteria is weighted to favor projects submitted from Disadvantaged communities making it difficult for Orange County projects from non-disadvantaged communities to compete.</p> <p>Estimates: For the Cycle 5 ATP call for projects (call), the State made \$445.56 million available annually for four years. Fifty percent is available for the statewide call and \$241.541 million was awarded for 41 projects but none in Orange County. Ten percent is available for the small urban and rural call. Forty percent is available for the large urban regional call. Through the large urban regional call, Orange County local agencies received \$15.93 million over four years for four projects. Orange County Transportation Authority (OCTA) received \$3 million for one project.</p> |

External Funding Sources

| Source | |
|--|--|
| State Source | |
| Cap-and-Trade Low Carbon Transit Operations Program (LCTOP) | <p><u>Background:</u> LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emission and improve mobility with a priority to serve disadvantaged communities.</p> <p><u>Eligible Projects:</u> LCTOP may be used for projects that will support new or expanded bus or rail services, expanded intermodal transit facilities, replacement zero-emission buses, equipment acquisition, and maintenance and other costs to operate those services or facilities that increase ridership and reduce GHG.</p> <p><u>Estimates:</u> The State of California makes available five percent (currently \$100 million) of the annual cap and trade revenues for the LCTOP on an ongoing basis. OCTA has received between \$1.3 million and \$7.1 million annually since fiscal year (FY) 2014-15.</p> |
| SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program - Formula (LPP-F) | <p><u>Background:</u> The purpose of the LPP-F is to provide additional funding for local and regional transportation agencies that have passed sales tax measures.</p> <p><u>Eligible projects:</u> The LPP-F funds are very flexible and can be used for highways, streets and roads, transit capital projects and environmental mitigation.</p> <p><u>Estimates:</u> In the first cycle, 50 percent of the funding (or \$100 million per year) was made available, which was split between Northern California and Southern California based on revenues generated, and then in Southern California based on population. OCTA received \$9.12 million in each of FY 2017-18 and 2018-19. In Cycle 2, OCTA received \$9.39 million in FY 2019-20, and in Cycle 3, OCTA is eligible for \$8.85 million in each of FY 2020-21, 2021-22, and 2022-23.</p> |
| SB 1 State of Good Repair (SGR) | <p><u>Background:</u> The specific goal of the SGR Program is to rehabilitate and modernize existing local transit systems.</p> <p><u>Eligible projects:</u> SGR funds may be used for transit capital projects to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities, design, acquisition, and construction of new vehicles or facilities that improve existing transit services, and transit services that complement local efforts for repair and improvement of local transportation infrastructure.</p> <p><u>Estimates:</u> The SGR Formula Program is estimated to provide \$105 million to \$118 million statewide annually, and funds are distributed based on a formula that includes population and transit operating revenues. OCTA's share has been approximately \$5.7 million annually and is \$6.4 million in FY 2021-22.</p> |

External Funding Sources

| Source | Description |
|---|--|
| State Sources | |
| SB 1 Trade Corridors Enhancement Program (TCEP) | <p>Background: The TCEP specific goal is to improve the freight network.</p> <p>Eligible projects: TCEP funds may be used for:</p> <ul style="list-style-type: none"> • State highway and local road capital and operations improvements, • Freight rail systems; enhancements to the ports (with limitations), • Truck corridor improvements including dedicated truck facilities, zero-emission trucks, truck information technology systems elements, • Border access improvements, • Surface transportation to and from land ports, sea/ports, and airports to facilitate goods movement, and • Pilot projects in the sustainable freight plan. <p>Estimates: In the first call cycle, \$1.341 billion was available for a three-year programming cycle FY 2017-18 through FY 2019-20. The Los Angeles-Inland Empire Corridor had a funding target of approximately 35 percent of the available funding, and Orange County received \$65.75 million. In Cycle 2, \$1.392 was made available for three-year period FY 2020-21 through FY 2022-23. Orange County received \$115 million. While there is a formula funding target, individual projects are selected through a competitive process.</p> |
| State Transportation Improvement Program (STIP) | <p>Background: Revenues primarily from the price-based excise tax are mixed with some federal funds and are consolidated into the STIP for the improvement, maintenance, preservation, and replacement of surface transportation infrastructure.</p> <p>Eligible Projects: STIP funding is very flexible and can be used for a variety of surface transportation infrastructure projects and planning activities but there are limitations on certain types of projects, such as planning and transit projects. The portion of the 2022 STIP, which is prioritized by the California Department of Transportation, or the Interregional Improvement Program must align with the Climate Action Plan for Transportation Infrastructure.</p> <p>Estimates: Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period. In the 2020 STIP, OCTA was able to program approximately \$200 million over the five-year period through FY 2024-25. These funds have already been programmed to primarily freeway projects. The 2022 draft fund estimate indicates that the total statewide capacity for the 2022 STIP is \$2.7 billion. The OCTA share is approximately \$140 million of which \$20 million is new capacity.</p> |

External Funding Sources

| Federal Sources | |
|---|--|
| <p>Congestion Mitigation and Air Quality (CMAQ)</p> | <p>Background: The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act.</p> <p>Eligible projects: CMAQ funds may be used for transportation projects that improve air quality including projects that improve traffic flow, mobility, or emergency response as follows:</p> <ul style="list-style-type: none"> • Projects to improve signalization, • Construct high-occupancy vehicle lanes, • Improve intersections, add turning lanes, • Improve transportation systems management and operations that mitigate congestion and improve air quality, • Implement intelligent transportation systems, • Real-time traffic systems, • Transit including fixed-guideway projects, and • Multimodal traveler information. <p>CMAQ funds could also support the purchase of integrated, interoperable emergency communications equipment, projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand. Purchase of cleaner rolling stock and buses and in certain cases, transit operations.</p> <p>Significant Limitation: CMAQ-funded projects and even project components must be able to demonstrate a quantifiable emission reduction or benefit to air quality.</p> <p>Estimates: The annual estimate of CMAQ funds is \$49 million.</p> |
| <p>Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula</p> | <p>Background: FTA Section 5307 Urbanized Area Formula Program makes federal funds available for public transportation capital, planning, and in limited instances, operating expenses.</p> <p>Estimates: The annual estimate for FTA Section 5307 funding is approximately \$60 million. Annually, approximately \$8.5 million derives from and has been directed to commuter rail projects. Due to recent Coronavirus Aid, Relief and Economic Security Act of 2021 revenues provided to Southern California Regional Rail Authority (SCRRA), these funds were not provided to SCRRA in FY 2021-22.</p> |

External Funding Sources

| Federal Sources | |
|---|---|
| FTA Section 5310 Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities (EMSD) | <p>Background: The FTA Section 5310 Formula Grants for the EMSD makes federal funds available to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Operating assistance is available under this program.</p> <p>Uses: At least 55 percent of FTA Section 5310 Program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA. OCTA uses these funds for enhanced paratransit service.</p> <p>Estimates: The annual estimate of FTA Section 5310 Program funds for Orange County is \$2.3 million.</p> |
| FTA Section 5337 SGR Program | <p>Background: The FTA Section 5337 SGR Program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems.</p> <p>Uses: FTA Section 5337 funds may be used for capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate rolling stock, track, line equipment and structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, and Transit Asset Management Plan development and implementation.</p> <p>Estimates: The annual estimate of FTA Section 5337 for Orange County is \$18.3 million of which \$15.6 million is generated by SCRRRA operations and provided for SCRRRA rehabilitation/renovation projects. \$2.7 million is applied to OCTA bus rehabilitation/renovation projects which are connected to express bus service.</p> |
| FTA Section 5339 Bus and Bus Facilities Program | <p>Background: The FTA Section 5339 provides formula capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.</p> <p>Uses: FTA Section 5339 formula funds are to be used towards capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities and for capital cost of contracting.</p> <p>Estimates: The annual estimate for FTA Section 5339 funding is \$6.2 million.</p> |

External Funding Sources

| Federal Sources | |
|---|--|
| Highway Infrastructure Program | <p><u>Background:</u> The focus of this funding program is improvements to highway infrastructure and will fund activities similar to the Surface Transportation Block Grant (STBG) Program.</p> <p><u>Uses:</u> \$7.92 million in funding was received in 2018 and programmed to the Interstate 5 (I-5) Widening Project between State Route 73 and Oso Parkway. \$4.728 million was received in 2019 and programmed to the I-5 Widening Project between Alicia Parkway and El Toro Road. \$3.240 million was received in 2020 and programmed to the State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue.</p> <p><u>Estimates:</u> There have been three cycles for this funding program in FY 2017-18, FY 2018-19, and FY 2019-20. It may be increased or revisited in the future.</p> |
| National Highway Freight Program | <p><u>Background:</u> The National Highway Freight Program is a new program which was established in the Fixing America's Surface Transportation Act in December 2015.</p> <p><u>Estimates:</u> This funding is included in the TCEP state funding program discussed previously.</p> |
| STBG Program (formerly Regional Surface Transportation Program) | <p><u>Background:</u> STBG provides flexible funding that may be used by states and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations.</p> <p><u>Eligible projects:</u> STBG funds are the most flexible of federal funds and may be used for the improvement, maintenance, replacement, safety, and preservation of highways, local access roads, bridges and tunnels, railway/highway/roadway at grade and separated crossings, transit capital and in some cases operations, carpool projects, parking facilities, electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, ADA sidewalk modifications, highway and transit research and transportation planning, management systems, environmental mitigation efforts, intersection improvements, intelligent transportation systems capital improvements, congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs, recreational trails projects, truck parking facilities, workforce development, training, and education activities.</p> <p><u>Estimates:</u> The annual estimate for STBG funds for Orange County is \$43 million.</p> |
| Transportation Alternatives Program (TAP) | <p><u>Background:</u> TAP can provide funding for bike and pedestrian projects and incorporates aspects of the Safe Routes to School Program.</p> <p><u>Estimates:</u> This funding is included in the ATP state funding program discussed previously.</p> |

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

| Date | Report Title | Fund Source(s) Affected |
|-------------|---|--|
| 1/14/19 | FTA Sections 5307, 5310, 5337 and 5339 Program of Projects for FFY 2018-19 | FTA Sections 5307, 5310, 5337 and 5339 |
| 1/14/19 | Approval of the Use of Federal Funds for OCTA Projects Related to the FFY 2018-19 Obligation Authority Plan | CMAQ, HIP |
| 1/14/19 | Agreement for Laguna Niguel to San Juan Capistrano Passing Siding Project | Prop 116, Prop 1B Intercity Rail, CMAQ, FTA Section 5309 |
| 3/25/19 | Low Carbon Transit Operations Program Recommendations for FY 2018-19 Funds | LCTOP |
| 5/13/19 | Amendment to Cooperative Agreement for I-5 Improvement Project from State Route 73 to Oso Parkway Project | TCIF, HIP |
| 6/10/19 | Funding Recommendations for the 2019 Bicycle Corridor Improvement Program | CMAQ |
| 6/10/19 | Capital Programming Update | PTMISEA, TSSSDRA |
| 6/10/19 | Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations | M2 Project O and Project P |
| 6/10/19 | Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019 | M2 Project O and Project P |
| 6/10/19 | OCTA State and Federal Grant Programs – Update and Recommendations | CMAQ |
| 8/12/19 | SB 1 (Chapter 5, Statutes of 2017) SGR Program Recommendations | SB 1 SGR |
| 9/23/19 | 2020 STIP | STIP, STBG, M2, SB 1 LPP |
| 10/14/19 | FTA Sections 5307, 5310, 5337 and 5339 Program of Projects for FFY 2019-20 | FTA Sections 5307, 5310, 5337, and 5339, CMAQ |
| 10/14/19 | Grant Award and Baseline Agreement for SCCP | SCCP |
| 10/14/19 | Contract Change Order for Additional Flagging Allowance for Laguna Niguel to San Juan Capistrano Passing Siding Project | CMAQ |

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

| Date | Report Title | Fund Source(s) Affected |
|-------------|---|---|
| 11/11/19 | Cooperative Agreement for I-5 Widening Project from Alicia Parkway to El Toro Road | HIP |
| 12/9/19 | Amendment to Cooperative Agreement for I-5 High-Occupancy Vehicle Improvement Project from Pacific Coast Highway to San Juan Creek Road | M2 |
| 12/9/19 | Comprehensive Transportation Funding Programs Semi-Annual Review – September 2019 | M2 Project P |
| 1/13/20 | Capital Programming Update | SR-91 Express Lane Excess Revenues, CMAQ, STBG, M2 |
| 1/13/20 | OC Streetcar Business Association Support Agreements | M2 Project S |
| 3/23/20 | LCTOP Recommendations for FY 2019-20 Funds | LCTOP |
| 4/13/20 | 2020 M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations | M2 Project V |
| 5/11/20 | Comprehensive Transportation Funding Programs – 2020 Call for Projects Programming Recommendations | M2 Project O and Project P |
| 5/11/20 | 2020 State Transportation Improvement Program Update | M2, STBG |
| 5/22/20 | Agreement for Power Generator Replacement at Bus Bases | Prop 1B SGR |
| 6/22/20 | Agreement with the City of Fullerton for the Fullerton Transportation Center Stair Replacement Project | FTA Section 5337 |
| 7/13/20 | SCE Charge-Ready and VW Mitigation | SCE Charge Ready, VW Mitigation |
| 7/13/20 | Capital Programming Update | LCTOP, FTA Section 5337, CMAQ, M2 |
| 7/13/20 | OC Bridges Program Funding Update and Closeout | M2, sales of excess property, CMAQ, STBG, federal earmarks |
| 10/12/20 | 2020 Project X – Environmental Cleanup Program Tier 1 Call for Projects – Programming Recommendations | M2 Project X |

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

| Date | Report Title | Fund Source(s) Affected |
|-------------|---|--|
| 10/12/20 | Cooperative Agreement with the California Department of Transportation for the SR-91 Improvement Project between State Route 57 and SR-55 and Authority to Acquire Right-of-Way | SR-91 Express Lanes Excess Revenue |
| 12/14/20 | I-405 Improvement Project Funding Update | M2 |
| 1/11/21 | SR-55 Improvement Project from I-405 to I-5 Funding Plan Update and SB 1 Grant Acceptance | SB 1 TCEP, LPP Competitive, STBG, CMAQ, M2 reduction |
| 2/8/21 | Capital Programming Update | M2, HIP |
| 3/22/21 | Agreement for Construction of the Anaheim Canyon Metrolink Station Improvement Project | CMAQ |
| 3/22/21 | OC Streetcar Project Supplemental Contingency | M2, CMAQ |
| 5/24/21 | LCTOP Recommendations for FY 2020-21 and Prior Year Funds | LCTOP |
| 6/14/21 | Programming Recommendations for CRRSAA of 2021 and Mid-Cycle State Transportation Improvement Program | CRRSAA |
| 6/14/21 | FTA Program of Projects for FFY 2020-21, Federal CRRSSA of 2021 and American Rescue Plan Act of 2021 Transit Funding | FTA Sections 5307, 5311, 5337, 5339 and 5339b Competitive, local transit funds |
| 7/12/21 | OCTA State and Federal Grant Programs – Update and Recommendations | ATP |
| 8/11/21 | Comprehensive Transportation Funding Programs – Project X Tier I FY 2021-22 Call for Projects Programming Recommendations | M2 |
| 8/23/21 | SB 1 SGR Program Recommendations for FY 2021-22 Funds | SGR |
| 9/13/21 | Grant Awards for the Garden Grove to Santa Ana Rails-to-Trails Gap Closure and Bus Stop Safety and Accessibility Study | ATP, Sustainable Communities Program |
| 9/13/21 | Grant Award Acceptance for the 2022 Orange County Fair Express Bus Services | MSRC Major Event Center Transportation Program Funding |

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

| Date | Report Title | Fund Source(s) Affected |
|-------------|--|--|
| 9/13/21 | Capital Programming Update | STBG, M2, Repurposed FHWA Earmarks, HIP, CMAQ |
| 9/27/21 | 2022 STIP | STIP, M2, LPP Formula, SGR, CRRSAA |
| 10/11/21 | 2021 Pavement Management Relief Funding Program for Local Agencies | CRRSAA |
| 10/11/21 | Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project | M2 |

ATP – Active Transportation Program
 CMAQ – Congestion Mitigation and Air Quality Improvement Program
 CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act
 FHWA – Federal Highways Administration
 FTA – Federal Transit Administration
 FFY – Federal Fiscal Year
 FY – Fiscal Year
 HIP - Highway Infrastructure Program
 I-5 – Interstate 5
 I-405 – Interstate 405
 LCTOP- Low Carbon Transit Operations Program
 LPP – Local Partnership Program
 M2 – Measure M2
 MSRC-Mobile Resource Air Pollution Reduction Review Committee
 OCTA - Orange County Transportation Authority
 Prop 1B – Proposition 1B
 Prop 116 – Proposition 116
 PTMISEA - Public Transportation Modernization, Improvement, and Service Enhancement
 SCCP – Solutions for Congested Corridors Program
 SCE Charge Ready - Southern California Edison Charge-Ready Transport Program
 SGR – State of Good Repair
 SR-55 – State Route 55
 SR-91 – State Route 91
 STBG – Surface Transportation Block Grant
 STIP – State Transportation Improvement Program
 TCEP - Trade Corridor Enhancement Program
 TCIF – Trade Corridor Improvement Fund
 TSSSDRA – Transit System Safety, Security & Disaster Response Account
 VW Mitigation - Volkswagen Environmental Mitigation Trust for California

Recommended Capital Programming Policies by Fund Source
December 2021
(Changes from February 2019 in Track Changes)

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

Recommended Capital Programming Policies by Fund Source
December 2021
(Changes from February 2019 in Track Changes)

| Funding Source | Updated Measure M2 (M2) Programming Policies |
|---|---|
| Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops) | Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through a formal call <u>for projects awards and/or Board action. Funds for the Orange County Transportation Authority (OCTA) approved projects may be programmed through Board action.</u> |
| Project X (Environmental Cleanup) | <p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p> |
| Funding Source/Agency | Other Local Funding Programming Policies |
| <u>91 Express Lanes Excess Revenues/OCTA</u> | <u>Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.</u> |
| <u>County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)</u> | <u>Prioritize activities that encourage transit ridership and support zero- emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.</u> |

Recommended Capital Programming Policies by Fund Source
December 2021
(Changes from February 2019 in Track Changes)

| Funding Source/Agency | State and Federal Programming Policies |
|--|--|
| All State and Federal Fund Sources <u>and New Funding Programs</u> | <u>OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible.</u> First priority of all funding sources, <u>when consistent with the funding agency priority and policies,</u> is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing OCTA assets in a state of good repair <u>and support OCTA priorities.</u> -Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions. |
| State | |
| Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG | <u>OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.</u> Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls. |
| Cap and Trade (Competitive) – Affordable Housing and Sustainable Communities Program (AHSC)/Strategic Growth Council | Use AHSC for fixed guideway and transit corridor projects that serve disadvantaged communities and reduce greenhouse gas (GHG) emissions. *Note – In the guidelines, a transit project must be paired with an affordable housing project for Transit Oriented Development Program funds. |
| Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans) | Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, <u>as appropriate.</u> -Funds generated from commuter rail service in Orange County may be used in Orange County the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions. — |
| Cap and Trade (Competitive) – Transit and Intercity Rail Capital Program (TIRCP)/California State Transportation Agency | Use TIRCP for capital projects that expand bus and rail service to increase ridership and for projects that improve the integration between bus and rail systems. Projects must also reduce GHG emissions. |
| Proposition 1B – Competitive Programs Funding/CTC | Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds. |
| Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)/ Caltrans | Use PTMISEA funds for commuter rail improvements and to fund existing State Transportation Improvement Program (STIP) – Public Transit Administration projects (approximately \$60 million) currently programmed in the 2010 STIP and for eligible OC Bridges projects. |

Recommended Capital Programming Policies by Fund Source
December 2021
(Changes from February 2019 in Track Changes)

| Funding Source/Agency | State Programming Policies |
|--|--|
| Proposition 1B—Transit System Safety, Security and Disaster Response Account (TSSSDRA)/California Governor's Office of Emergency Services | Use TSSSDRA to support capital projects that enhance the safety, security, and emergency response capabilities of transit. |
| Proposition 116 (CTC) | Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis. |
| SB 1 - Local Partnership Program (LPP) – Formula/CTC | Use LPP for ready-to-deliver <u>M2-committed and prioritized</u> projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations. |
| SB 1 - State of Good Repair (SGR)/Caltrans | Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets <u>-Funds may be used for transit operations, if allowed by the State.</u> |
| SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC | Use TCEP- first for eligible <u>trade corridor</u> M2-Program projects that meet the requirements and goals of the program, then fund other eligible Orange County projects |
| State Transportation Improvement Program (STIP)/CTC | Use of STIP funds for <u>eligible transit capital, M2-freeway, traffic system management, complete streets,</u> commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance between freeways and transit <u>among all modes</u> capital and are consistent with state goals. |

Recommended Capital Programming Policies by Fund Source
December 2021
(Changes from February 2019 in Track Changes)

| Funding Source/Agency | State and Federal Programming Policies |
|--|---|
| Federal | |
| Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA) | <p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • M2 Fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for OC Bridges grade separation projects, • vanpool program and rideshare services, • other rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). • eligible • Set-asides: bBicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls. <p><u>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</u></p> |
| Federal Transit Administration (FTA) Section 5307 Formula/FTA | <p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p> |
| FTA Section 5309 Fixed-Guideway Capital Investment Grants (“New Starts”)/FTA | Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the “New Starts” and/or “Small Starts” process. |
| FTA Section 5310 Formula Funds/FTA | Use funds for eligible enhancements to paratransit capital and operations. |

Recommended Capital Programming Policies by Fund Source
December 2021
(Changes from February 2019 in Track Changes)

| Funding Source/Agency | Federal Programming Policies |
|---|---|
| FTA Section 5337 Formula Funds/FTA | Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by <u>express</u> bus transit for bus transit capital maintenance. <u>- Use of funding must also benefit OCTA express bus services.</u> |
| FTA Section 5339 Formula Funds/FTA | Use funds for: <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan. |
| Highway Infrastructure Program/Caltrans for FHWA | Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan). |
| National Highway Freight Program/CTC for FHWA | Currently t These funds are administered by the state through the TCEP (see TCEP above). |
| Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA | Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and <u>for other non-M2 freeway projects that are complementary with the M2 freeway program,</u> local streets and roads <u>and bicycle, pedestrian and/or complete streets projects.</u> Funds may also be used for countywide planning activities up to five percent annually <u>Projects will be recommended based on performance.</u> |
| Transportation Alternatives Program – CTC/SCAG through ATP | Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently t These funds are administered by the state through the ATP. - See ATP above. |

Policy for the Use of Excess 91 Express Lanes Toll Revenues

Precepts

1. The State Route 91 (SR-91) corridor (from the Orange/Riverside border to State Route 57) is defined as tolled and non-tolled facilities, including connector roads and roadways that are necessary for, or related to, the construction and operation of the SR-91, as well as improvements to transit service or other transportation improvements that provide an alternative to driving on the SR-91.
2. Excess toll revenues are defined as actual toll and operating revenues that remain after deducting the actual costs of debt service, operations and maintenance, 91 Express Lanes capital, and administration. This amount shall be determined on an annual basis and reserved by the Orange County Transportation Authority (OCTA) for future corridor improvements.
3. 91 Express Lanes excess toll revenues shall be allocated 80 percent for freeway and 20 percent for transit (rail and bus) projects or services. This split shall be calculated every two years through OCTA's Comprehensive Business Plan process and achieved by 2030. Allocation of excess toll revenues should also consider options related to retiring debt.
4. "Pay-as-you-go" financing is the preferred method for the use of excess toll revenues for projects. However, OCTA may use bond financing as an alternative method if the scope and timing of planned expenditures make pay-as-you-go unfeasible. Regardless, any new financing shall not impact OCTA's-adopted 91 Express Lanes Toll Policy, existing bond agreements, or OCTA's ability to meet any and all financial obligations related to the 91 Express Lanes.
5. Specific project selection criteria will be developed and included in the SR-91 Implementation Plan. For freeway/tollway projects, criteria will focus on relationship to the Measure M2 (M2) program of projects, degree of congestion relief, benefit/cost, and current project readiness. For bus/rail projects, criteria will focus on relationship to the M2 program of projects, regional/local benefits, potential usage, cost effectiveness, intermodal connections, and financial sustainability.
6. Projects or services must be identified in the most current SR-91 Implementation Plan, as well as the Regional Transportation Plan. Projects or services added or amended into the plan must be in the SR-91 corridor, consistent with the geographic limits included in state law. For projects, phases must be fully-funded and must result in a clear deliverable or project, including but not limited to, an approved environmental document, final design plans, and/or completed project open to traffic or service.

Policy for the Use of Excess 91 Express Lanes Toll Revenues

Eligible Projects or Services

- Freeways - Eligible freeway projects include project development and implementation of new general-purpose lanes, auxiliary lanes, express lanes, carpool lanes, freeway-to-freeway, and toll-to-toll connector improvements. Projects must address current congested conditions.
- Rail - Eligible rail projects include project development and implementation of projects and services, including new stations, track improvements, acquisition of rolling stock, or operating and maintenance costs. Operating and maintenance costs must be related to rail service expansion beyond existing 91 Line and/or Inland Empire to Orange County service levels.
- Bus - Eligible bus projects include project development and implementation of projects and services, including acquisition of buses and related equipment, new bus stops, or operating and maintenance costs. Operating and maintenance costs must be related to bus service expansion beyond existing bus service levels on SR-91.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 13, 2021

| Rail Project | | | | | | | | | | | |
|---|--------|------------------|------------------|------------------|--------------|-----------------|-----|-----------------|-----------------|------------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Fullerton Transportation Center parking expansion | M1/R | \$33,667 | | | | \$11,250 | | \$11,035 | \$9,718 | | \$1,664 |
| OC Streetcar (New Starts) | M1/S | \$509,540 | \$108,132 | \$171,961 | | | | \$25,586 | | \$203,861 | |
| OC Streetcar (non-New Starts) | M1/S | \$8,601 | | \$341 | | | | | \$6,904 | \$1,213 | \$143 |
| Anaheim Canyon Station | R | \$34,200 | \$30,432 | | | | | | | \$2,000 | \$1,768 |
| Fullerton Transportation Center stair rehabilitation | R | \$1,330 | | \$1,295 | | | | | | | \$35 |
| Future VSS | R | \$217 | | \$174 | | | | | | | \$43 |
| Laguna Niguel to San Juan Capistrano passing siding | R | \$36,360 | \$25,056 | \$1,015 | | \$3,000 | | \$6,734 | | | \$555 |
| Metrolink new capital | R | \$516 | | \$516 | | | | | | | |
| Metrolink rehabilitation/renovation - FY 2016-17 to FY 2024-25 | R | \$102,257 | | \$102,257 | | | | | | | |
| Metrolink station and track improvements, and rehabilitation | R | \$3,063 | | \$2,617 | | | | | | | \$446 |
| OC Maintenance Facility | R | \$198 | | \$198 | | | | | | | |
| Orange Olive Wye connection | R | \$16,000 | | | | \$16,000 | | | | | |
| Placentia Commuter Rail Station | R | \$34,825 | \$50 | | | \$2,500 | | \$400 | | \$8,000 | \$23,875 |
| Preventive Maintenance (SCRRA - Metrolink) - FY 16-17 to FY 24-25 | R | \$51,000 | | \$51,000 | | | | | | | |
| San Juan Creek Bridge replacement | R | \$43,092 | \$908 | \$39,833 | \$913 | | | \$59 | | \$1,379 | |
| Slope and Culvert improvements | R | \$300 | | \$300 | | | | | | | |
| Slope stabilization Laguna Niguel-Lake Forest | R | \$5,168 | | \$4,834 | | | | | | \$334 | |
| State College grade separation (LOSSAN) | R | \$79,284 | | | | | | \$46,000 | | \$33,284 | |
| Tactile Tile Project | R | \$1,304 | | \$1,273 | | | | | | \$31 | |
| Ticket vending machines | R | \$6,857 | | | | | | | | | \$6,857 |
| VSS at commuter rail stations | R | \$4,409 | | \$3,594 | | | | \$56 | | | \$759 |
| M2 Project S Transit extensions to Metrolink (Rubber Tire) | S | \$733 | | | | | | | | \$733 | |
| Rail Project Totals | | \$972,921 | \$164,578 | \$381,208 | \$913 | \$32,750 | | \$89,870 | \$16,622 | \$250,835 | \$36,145 |
| Federal Funding Total | | \$546,699 | | | | | | | | | |
| State Funding Total | | \$122,620 | | | | | | | | | |
| Local Funding Total | | \$303,602 | | | | | | | | | |
| Total Funding (000's) | | \$972,921 | | | | | | | | | |

| Rail Project Completed | | | | | | | | | | | |
|--|--------|---------------|---------------|----------|------------|-------------|-----|-------------|-------------|----------|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps) | M1/R | \$5,177 | \$2,800 | \$732 | | | | | \$1,645 | | |
| Metrolink Grade Crossing safety improvements (OCX) | M1/R | \$80,618 | | | | | | \$18,250 | \$7,600 | \$30,710 | \$24,058 |
| Metrolink rolling stock | M1/R | \$158,009 | \$42,230 | \$35,390 | | | | \$36,300 | \$44,089 | | |
| Metrolink service track expansion | M1/R | \$119,957 | | | | | | \$51,399 | \$68,558 | | |
| Orange Transportation Center parking structure | M1/R | \$31,003 | \$2,555 | \$2,644 | | \$13,762 | | | \$1,850 | \$420 | \$9,772 |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 13, 2021

| Rail Project Completed | | | | | | | | | | | |
|---|--------|------------------|-----------------|-----------------|----------------|-----------------|-----|------------------|------------------|-----------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Sand Canyon Avenue grade separation | M1/R | \$62,050 | \$10,536 | | | | | \$28,192 | \$3,116 | \$5,352 | \$14,854 |
| M2 Project S Fixed-Guideway Anaheim Rapid connection | M1/S | \$9,924 | | \$1,516 | | | | | \$6,000 | \$1,286 | \$1,122 |
| Anaheim Regional Intermodal Transportation Center (ARTIC) construction | M1/T | \$184,164 | \$33,250 | \$37,253 | \$3,501 | \$29,219 | | | \$43,900 | \$35,291 | \$1,750 |
| Fullerton Transportation Station expansion planning, environmental PSR | M1/T | \$0 | \$0 | | | | | | \$0 | | |
| Santa Ana grade separation planning and environmental PSR | M1/T | \$1,333 | \$1,180 | | | | | | \$153 | | |
| Santa Ana Transportation Station planning and environmental PSR | M1/T | \$1,003 | \$888 | | | | | | \$115 | | |
| 17th Street grade separation environmental | R | \$2,476 | | | | | | | | \$2,476 | |
| Control Point at 4th Street | R | \$2,985 | | \$2,985 | | | | | | | |
| Control Point Stadium crossover | R | \$6,490 | | \$3,245 | | | | \$3,245 | | | |
| LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana | R | \$2,699 | | | | | | | | \$2,699 | |
| Metrolink grade crossing safety improvements ROW | R | \$3,025 | | | | | | | | \$3,025 | |
| North Beach crossings safety enhancements | R | \$348 | | | | | | \$166 | | \$182 | |
| Positive Train Control (Metrolink) | R | \$39,916 | | \$4,492 | \$1,234 | | | \$34,190 | | | |
| Rail Crossing signal lights and pedestrian gates | R | \$252 | | | | | | \$252 | | | |
| Rail station platform safety improvements (Fullerton, Irvine, and Tustin) | R | \$553 | | | | | | \$553 | | | |
| Safety repairs for San Clemente Pier Station | R | \$122 | | | | | | \$122 | | | |
| San Clemente Beach Trail crossings safety enhancements | R | \$4,999 | | | | | | \$2,170 | | \$2,251 | \$578 |
| Transit Rail Security (monitors, fencing, video surveillance) | R | \$163 | | | | | | \$163 | | | |
| Go Local | S | \$7,730 | | | | | | | \$7,730 | | |
| ARTIC environmental, ROW, program management support, site plan | M1 | \$41,369 | | | | | | | \$8,869 | | \$32,500 |
| Fiber Optics installation (Metrolink) | M1 | \$23,183 | | \$10,903 | | | | \$10,479 | \$1,801 | | |
| Laguna Niguel-Mission Viejo Station parking expansion (south lot) | M1 | \$4,135 | | | | | | \$695 | \$3,440 | | |
| Tustin Rail Station parking expansion | M1 | \$15,390 | | | | \$1,100 | | \$7,181 | \$7,109 | | |
| Rail Project Completed Totals | | \$809,073 | \$93,439 | \$99,160 | \$4,735 | \$44,081 | | \$193,357 | \$205,975 | \$83,692 | \$84,634 |
| Federal Funding Total | | \$197,334 | | | | | | | | | |
| State Funding Total | | \$237,438 | | | | | | | | | |
| Local Funding Total | | \$374,301 | | | | | | | | | |
| Total Funding (000's) | | \$809,073 | | | | | | | | | |



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 13, 2021

1. Authorize the use of an additional \$86.10 million for the OC Streetcar FTA Full Funding Grant Agreement, increasing the total funding for the Full Funding Grant Agreement from \$423.44 million to \$509.54 million, as follows:

- \$45.72 million in additional CMAQ funds,
- \$30.98 million in additional M2 Transit Extensions to Metrolink (Project S) program funding, and
- \$9,407,272 in American Rescue Plan Act Capital Investment Grant Funds

Acronyms:

ADA - Americans with Disabilities Act
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
OC - Orange County
OCTA - Orange County Transportation Authority
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SB-1 - Senate Bill 1
SCRRA - Southern California Regional Rail Authority
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

| Bus Transit Project | | | | | | | | | | | |
|--|--------|---------------|---------------|-----------|------------|-------------|----------|-------------|-------------|----------|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Go Local - Step 1 | S | \$5,730 | | | | | | | \$5,730 | | |
| Mobile ticketing equipment | S | \$4,036 | | | | | | \$4,036 | | | |
| M2 Project V Community Circulators | V | \$53,767 | | | | | | | | \$53,767 | |
| M2 Project W Safe Transit Stops (City) | W | \$1,708 | | | | | | | | \$1,708 | |
| M2 Project W Safe Transit Stops (OCTA) | W | \$370 | | | | | | | | \$370 | |
| ACCESS and fixed-route radio systems upgrade | | \$22,465 | | \$4,434 | \$341 | | | \$16,239 | | | \$1,451 |
| Associated Transportation Improvements | | \$556 | | \$556 | | | | | | | |
| Bravo! 529 buses (six) | | \$3,595 | \$549 | | | | | \$3,046 | | | |
| Bus engine repowers (173) | | \$12,526 | \$12,526 | | | | | | | | |
| Bus replacement - articulated alternative fuel buses (60') | | \$31,105 | \$22,250 | \$8,855 | | | | | | | |
| Bus replacement (40' and ACCESS) | | \$149,009 | \$29,198 | \$68,139 | | | | | | | \$51,672 |
| Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts) | | \$349,243 | | \$185,623 | | | | | | | \$163,620 |
| Digital bus stop sign 13" along high quality transit corridors (143 sign) | | \$2,500 | | | | \$2,500 | | | | | |
| Engine rebuild | | \$16,294 | | \$14,824 | | | | \$1,470 | | | |
| Facility modifications, upgrades, and replacement projects | | \$5,347 | | | | | \$5,347 | | | | |
| FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities | | \$3,657 | | \$3,657 | | | | | | | |
| FTA Section 5316 Jobs Access and Reverse Commute | | \$13,962 | | \$13,962 | | | | | | | |
| FTA Section 5317 New Freedom | | \$6,388 | | \$6,388 | | | | | | | |
| Goldenwest Transportation Center parking structure | | \$4,000 | \$3,400 | | | | | | | | \$600 |
| Goldenwest Transportation Center surface lot | | \$2,000 | | | | | | \$1,200 | | | \$800 |
| iShuttle replacement buses (12) | | \$6,803 | | | | | \$6,123 | | | | \$680 |
| iShuttle replacement buses (five) | | \$2,800 | | | | | \$2,520 | | | | \$280 |
| MSRC County Transportation Commission Partnership Program | | \$2,319 | | | | \$176 | | | | | \$2,143 |
| Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25 | | \$420,500 | | \$84,101 | | | | | | | \$336,399 |
| OC Mobility Hubs Strategy | | \$300 | \$266 | | | \$34 | | | | | |
| Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) | | \$167,572 | | \$167,572 | | | | | | | |
| Purchase (201) 40-foot alternative fuel replacement buses (OCTA) | | \$229,384 | \$134,670 | \$47,696 | | | | | | | \$47,018 |
| Purchase 117 replacement paratransit vehicles | | \$14,995 | | \$14,995 | | | | | | | |
| Rehabilitation and renovation at OCTA bus facilities | | \$1,509 | | \$1,207 | | | | | | | \$302 |
| Rideshare/vanpool | | \$11,232 | \$11,232 | | | | | | | | |
| Standby backup generators at Anaheim and IRCC bases | | \$1,374 | | | | | \$1,374 | | | | |
| Transit Security and Operations Center | | \$56,436 | | | \$3,660 | \$10,382 | \$32,002 | \$5,603 | | | \$4,789 |
| Transit Security Program | | \$3,167 | | | | | | \$3,167 | | | |
| Vanpool Program - capital lease | | \$12,838 | \$12,838 | | | | | | | | |
| VSS upgrades at OCTA facilities | | \$1,159 | | \$960 | | | | \$199 | | | |
| Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure | | \$14,004 | | | | | \$6,466 | \$7,538 | | | |



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

| Bus Transit Project | | | | | | | | | | | | |
|-----------------------------------|--------|---------------|---------------|-----------|------------|-------------|----------|-------------|-------------|----------|-------------|--|
| | | | Federal Funds | | | State Funds | | | Local Funds | | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local | |
| Bus Transit Project Totals | | \$1,634,650 | \$226,929 | \$622,969 | \$4,001 | \$13,092 | \$53,832 | \$42,498 | \$5,730 | \$55,845 | \$609,754 | |
| Federal Funding Total | | \$853,899 | | | | | | | | | | |
| State Funding Total | | \$109,422 | | | | | | | | | | |
| Local Funding Total | | \$671,329 | | | | | | | | | | |
| Total Funding (000's) | | \$1,634,650 | | | | | | | | | | |

| Bus Transit Project Completed | | | | | | | | | | | | |
|--|--------|---------------|---------------|-------|------------|-------------|---------|-------------|-------------|----|-------------|--|
| | | | Federal Funds | | | State Funds | | | Local Funds | | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local | |
| Heating ventilation unit replacements | | \$405 | | \$313 | | | \$92 | | | | | |
| Zero-emission hydrogen fuel cell buses (ten) | | \$12,978 | | | | | \$5,640 | \$7,338 | | | | |
| Bus Transit Project Completed Totals | | \$13,383 | | \$313 | | | \$5,732 | \$7,338 | | | | |
| Federal Funding Total | | \$313 | | | | | | | | | | |
| State Funding Total | | \$13,070 | | | | | | | | | | |
| Local Funding Total | | \$0 | | | | | | | | | | |
| Total Funding (000's) | | \$13,383 | | | | | | | | | | |



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

| Local Road Project | | | | | | | | | | | |
|---|--------|--------------------|-----------------|-----|------------------|-----------------|----------------|-----------------|-----------------|------------------|------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| State-Local Partnership Program (SLPP) formula grant call | M1/Q | \$54,445 | | | | | | \$24,945 | \$1,280 | \$27,249 | \$971 |
| M2 Project O Regional Capacity Program call | O | \$319,611 | | | | | | \$24,254 | | \$295,357 | |
| SR-57 truck climbing lane phase I - Lambert Road interchange improvement | O | \$121,500 | | | \$7,719 | \$74,705 | | | | \$19,254 | \$19,822 |
| M2 Project P Regional Signal Synchronization Program call | P | \$117,578 | \$1,774 | | | | | \$11,762 | \$4,546 | \$99,496 | |
| M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22) | Q | \$361,621 | | | | | | | | \$361,621 | |
| M2 Project X Environmental Clean Up | X | \$55,258 | | | | | | | | \$55,258 | |
| Active Transportation Program - regional call | | \$83,504 | \$6,359 | | \$63,361 | \$92 | | \$199 | | | \$13,493 |
| ARRA transportation enhancements | | \$6,833 | | | \$4,049 | | | | \$500 | | \$2,284 |
| Arterial Pavement Management Program | | \$50,888 | \$19,930 | | | | | | | | \$30,958 |
| Atlanta Avenue widening | | \$4,160 | \$2,278 | | | | | | | | \$1,882 |
| Bicycle Corridor Improvement Program (BCIP) | | \$63,128 | \$43,755 | | | | | | | | \$19,373 |
| Bristol Street widening | | \$44,750 | | | | | | | | | \$44,750 |
| Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects | | \$32,369 | | | \$32,369 | | | | | | |
| Local Agency led SCCP projects | | \$3,357 | | | | | \$3,357 | | | | |
| Local Agency Road Rehabilitation and Maintenance Program (CRRSAA) | | \$14,591 | | | \$14,591 | | | | | | |
| M1 Combined Transportation Funding Program (CTFP) | | \$34,000 | | | | | | | \$34,000 | | |
| Pavement Management Relief Funding Program | | \$10,931 | | | \$10,931 | | | | | | |
| SCAG sustainability planning grants | | \$720 | | | \$671 | | | | | | \$49 |
| Traffic signal improvements | | \$15,000 | | | | \$12,000 | | | | | \$3,000 |
| Transportation enhancement activities | | \$22,172 | | | \$15,628 | | | | | | \$6,544 |
| Del Obispo widening | M1 | \$6,419 | \$3,740 | | | | | | | | \$2,679 |
| Local Road Project Totals | | \$1,422,835 | \$77,836 | | \$149,319 | \$86,797 | \$3,357 | \$61,160 | \$40,326 | \$858,235 | \$145,805 |
| Federal Funding Total | | \$227,155 | | | | | | | | | |
| State Funding Total | | \$151,314 | | | | | | | | | |
| Local Funding Total | | \$1,044,366 | | | | | | | | | |
| Total Funding (000's) | | \$1,422,835 | | | | | | | | | |

| Local Road Project Completed | | | | | | | | | | | |
|---|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----------|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Grand Avenue widening, 1st Street to 4th Street | O | \$12,537 | \$6,708 | | | | | | | | \$5,829 |
| Kraemer Boulevard grade separation | O | \$63,830 | \$22,044 | | | | | \$16,973 | | \$22,981 | \$1,832 |
| Lakeview Avenue grade separation | O | \$110,702 | \$37,102 | | \$9,709 | | | \$27,344 | | \$21,792 | \$14,755 |
| Orangethorpe Avenue grade separation | O | \$106,043 | \$38,240 | | \$18,600 | | | \$30,324 | | \$16,182 | \$2,697 |
| Placentia Avenue grade separation | O | \$64,539 | | | | | | \$33,386 | | \$27,453 | \$3,700 |
| Raymond Avenue grade separation | O | \$125,419 | | | | | | \$95,482 | | \$22,373 | \$7,564 |



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

| Local Road Project Completed | | | | | | | | | | | |
|---|--------|------------------|------------------|-----|-----------------|-------------|-----|------------------|----------------|------------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| State College Boulevard grade separation | O | \$99,380 | \$27,161 | | \$10,887 | | | \$34,785 | | \$15,460 | \$11,087 |
| Tustin Avenue/Rose Drive grade separation | O | \$96,638 | \$45,957 | | | | | \$22,534 | | \$26,384 | \$1,763 |
| M2 Fair Share State - Local Partnership Grant Program | Q | \$7,032 | | | | | | \$3,516 | | \$3,516 | |
| Antonio Parkway widening | | \$32,553 | \$15,499 | | | | | | | | \$17,054 |
| Firestone Boulevard widening at Artesia Boulevard | | \$2,468 | \$2,059 | | | | | | | | \$409 |
| I-5 at La Paz interchange improvements | M1 | \$8,942 | \$2,800 | | | | | | \$1,792 | | \$4,350 |
| Imperial Highway Smart Streets | M1 | \$1,900 | | | | | | \$200 | \$200 | | \$1,500 |
| Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B | M1 | \$8,000 | | | | | | \$4,000 | \$4,000 | | |
| Local Road Project Completed Totals | | \$739,983 | \$197,570 | | \$39,196 | | | \$268,544 | \$5,992 | \$156,141 | \$72,540 |
| Federal Funding Total | | \$236,766 | | | | | | | | | |
| State Funding Total | | \$268,544 | | | | | | | | | |
| Local Funding Total | | \$234,673 | | | | | | | | | |
| Total Funding (000's) | | \$739,983 | | | | | | | | | |



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009

Call - Call for Projects

CMAQ - Congestion Mitigation Air Quality Improvement Program

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

FTA - Federal Transit Administration

I-5 - Interstate 5

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority

SB-1 - Senate Bill 1

SCAG - Southern California Association of Governments

SCCP - Solutions for Congested Corridors Program

SR-57 - State Route 57

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

| State Highway Project | | | | | | | | | | | |
|---|--------|--------------------|------------------|-----|-----------------|------------------|------------------|------------------|-------------|--------------------|------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5 from SR-55 to SR-57, add one HOV lane each direction | A | \$41,500 | \$36,191 | | | | | | | \$5,309 | |
| I-5 widening, I-405 to Yale Avenue (Segment 1) | B | \$230,482 | \$52,357 | | | \$95,338 | \$33,395 | | | \$49,392 | |
| I-5 widening, Yale Avenue to SR-55 (Segment 2) | B | \$41,351 | \$32,527 | | \$851 | | | | | \$7,973 | |
| I-5 widening, Alicia Parkway to El Toro Road (Segment 3) | C | \$181,327 | \$49,897 | | \$4,728 | | \$9,388 | | | \$117,314 | |
| I-5 widening, Oso Parkway to Alicia Parkway (Segment 2) | C | \$205,695 | \$47,676 | | \$7,921 | | | | | \$150,098 | |
| I-5 widening, SR-73 to Oso Parkway (Segment 1) | C | \$213,267 | \$28,167 | | \$6,433 | \$91,977 | | \$29,832 | | \$56,858 | |
| I-5, SR-73 to El Toro Road landscaping/replacement planting | C | \$12,365 | | | | \$6,000 | | | | \$6,365 | |
| I-5/El Toro Interchange | D | \$4,400 | \$4,400 | | | | | | | | |
| SR-55 (I-5 to SR-91) | F | \$16,000 | \$8,359 | | \$2,641 | | | | | \$5,000 | |
| SR-55 widening between I-405 and I-5 | F | \$505,720 | \$160,500 | | \$41,900 | \$80,000 | \$140,000 | | | \$83,320 | |
| SR-57 Orangewood Avenue to Katella Avenue | G | \$9,327 | \$2,500 | | \$3,240 | | | | | \$3,587 | |
| SR-57 truck climbing lane phase II: Lambert Road to LA County Line | G | \$6,500 | | | | \$6,500 | | | | | |
| SR-91, Acacia Avenue to La Palma Avenue (Segment 3) | I | \$16,201 | \$1,770 | | | | | | | \$30 | \$14,401 |
| SR-91, La Palma Avenue to SR-55 (Segment 2) | I | \$46,314 | \$3,460 | | | | | | | \$40 | \$42,814 |
| SR-91, SR-55 to Lakeview Avenue (Segment 1) | I | \$15,779 | \$1,770 | | | | | | | \$30 | \$13,979 |
| SR-91, SR-241 to I-15 | J | \$41,800 | | | | | | | | | \$41,800 |
| I-405 improvements, SR-73 to I-605 | K | \$2,080,234 | \$35,000 | | \$10,648 | | | \$89,771 | | \$1,315,885 | \$628,930 |
| I-405 (I-5 to SR-55) | L | \$8,000 | \$8,000 | | | | | | | | |
| I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133 | L | \$2,328 | | | | \$2,328 | | | | | |
| I-605/ Katella Avenue interchange | M | \$7,344 | | | | | | | | \$7,344 | |
| 241/91 Express Lanes (HOT) connector | | \$182,298 | \$50 | | | | | | | | \$182,248 |
| I-5 Managed Lane Project from Avenida Pico to San Diego County Line | | \$6,978 | \$6,978 | | | | | | | | |
| SR-74 Ortega Highway multimodal improvements, Calle Entradero to Reata Road | | \$53,513 | | | \$250 | \$43,913 | | | | \$7,200 | \$2,150 |
| SR-74 widening, City/County line to Antonio Parkway | | \$40,905 | \$5,285 | | | \$10,000 | | | | | \$25,620 |
| State Highway Project Totals | | \$3,969,628 | \$484,887 | | \$78,612 | \$336,056 | \$182,783 | \$119,603 | | \$1,815,745 | \$951,942 |
| Federal Funding Total | | \$563,499 | | | | | | | | | |
| State Funding Total | | \$638,442 | | | | | | | | | |
| Local Funding Total | | \$2,767,687 | | | | | | | | | |
| Total Funding (000's) | | \$3,969,628 | | | | | | | | | |

| State Highway Project Completed | | | | | | | | | | | |
|--|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----------|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5 HOV lane each direction s/o PCH to San Juan Creek Road | C | \$74,300 | \$11,326 | | | | | \$20,789 | | \$42,185 | |
| I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH | C | \$75,300 | \$12,065 | | | \$46,779 | | | | \$16,456 | |
| I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa | C | \$83,500 | \$26,867 | | \$1,600 | \$43,735 | | | | \$11,298 | |



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

| State Highway Project Completed | | | | | | | | | | | |
|---|--------|------------------|------------------|-----|-----------------|------------------|-----|------------------|-----------------|------------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| I-5/SR-74 interchange improvements | D | \$80,300 | | | | \$48,683 | | \$24,109 | \$2,500 | | \$5,008 |
| I-5/SR-74 interchange landscaping/replacement planting | D | \$1,440 | | | \$752 | \$688 | | | | | |
| SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping | G | \$2,172 | | | | | | | | \$2,172 | |
| SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping | G | \$946 | | | | | | | | \$946 | |
| SR-57 n/b widening, Katella Avenue to Lincoln Avenue | G | \$35,827 | | | | | | \$24,127 | | \$11,700 | |
| SR-57 n/b widening, SR-91 to Yorba Linda Boulevard | G | \$51,354 | | | | | | \$39,475 | | \$11,879 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road | G | \$52,871 | | | | | | \$41,250 | | \$11,621 | |
| SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping | G | \$1,193 | | | | | | | | \$1,193 | |
| SR-91 w/b connect existing aux lanes, I-5 to SR-57 | H | \$62,977 | | | | | | \$27,227 | | \$35,750 | |
| SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping | H | \$2,290 | | | | | | | | \$2,290 | |
| SR-91 w/b (SR-55 - Tustin interchange) improvements | I | \$43,753 | | | | \$15,753 | | \$14,000 | | \$14,000 | |
| SR-91 e/b widening, SR-241 to SR-71 | J | \$57,773 | | | \$45,911 | | | | | \$6,942 | \$4,920 |
| SR-91 w/b routes 91/55 - e/o Weir replacement planting | J | \$2,898 | | | | \$2,898 | | | | | |
| SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241) | J | \$76,993 | | | | \$22,250 | | \$54,045 | | \$698 | |
| I-405/SR-22/I-605 HOV connector - landscaping | | \$4,600 | \$4,600 | | | | | | | | |
| HOV connectors from I-405 and I-605 | M1 | \$173,091 | \$14,787 | | | | | \$135,430 | \$16,200 | | \$6,674 |
| HOV connectors from SR-22 to I-405 | M1 | \$115,878 | \$64,375 | | \$49,625 | | | | \$1,878 | | |
| State Highway Project Completed Totals | | \$999,456 | \$134,020 | | \$97,888 | \$180,786 | | \$380,452 | \$20,578 | \$169,130 | \$16,602 |
| Federal Funding Total | | \$231,908 | | | | | | | | | |
| State Funding Total | | \$561,238 | | | | | | | | | |
| Local Funding Total | | \$206,310 | | | | | | | | | |
| Total Funding (000's) | | \$999,456 | | | | | | | | | |



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

Acronyms:

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



December 6, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Capital Programs Division - First Quarter Fiscal Year 2021-22
Capital Action Plan Performance Metrics

Overview

Staff has prepared a quarterly progress report on capital project delivery for the period of July 2021 through September 2021, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway, transit, and rail projects.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) delivers highway, transit, rail, and facility projects from the beginning of the environmental approval phase through construction completion. Project delivery milestones are planned carefully with consideration of project scope, costs, schedule, and assessment of risks. The milestones reflected in the Capital Action Plan (CAP) are OCTA's planned and budgeted major project delivery commitments.

This report is a quarterly progress report on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in the budgeted fiscal year (FY).

Discussion

OCTA's objective is to deliver projects on schedule and within the approved project budget. Key project cost and schedule commitments are captured in the CAP (Attachment A), which is regularly updated with project status and any new projects. The CAP is categorized into four key project groupings of freeway,

railroad grade separation, and rail and station projects. Schedule milestones are used as performance indicators of progress in project delivery. The CAP performance metrics report provides a FY snapshot of the milestones targeted for delivery in the FY and provides transparency and performance measurement of capital project delivery.

The CAP project costs represent the total cost across all phases of project delivery, including support costs, right-of-way (ROW), and construction capital costs. Baseline costs, if established, are shown in comparison to either the actual or forecast cost. Baseline costs may be shown as to-be-determined (TBD) if project scoping studies and estimates have not been developed or approved, and may be updated as delivery progresses and milestones are achieved. Projects identified in the Orange County local transportation sales tax Measure M2 (M2) are identified with the corresponding M2 project logo. The CAP status update is also included in the M2 Quarterly Progress Report.

The CAP summarizes the very complex capital project critical path delivery schedules into eight key milestones.

| | |
|----------------------------|---|
| Begin Environmental | The date work on the environmental clearance, project report, or preliminary engineering phase begins. |
| Complete Environmental | The date environmental clearance and project approval is achieved. |
| Begin Design | The date final design work begins, or the date when a design-build contract begins. |
| Complete Design | The date final design work is 100 percent complete and approved. |
| Construction Ready | The date contract bid documents are ready for advertisement, including certification of ROW, all agreements executed, and contract constraints cleared. |
| Advertise for Construction | The date a construction contract is advertised for construction bids. |
| Award Contract | The date the construction contract is awarded. |
| Construction Complete | The date all construction work is completed, and the project is open to public use. |

These delivery milestones reflect progression across the project delivery phases shown below.



Project schedules reflect planned baseline milestone dates in comparison to forecast or actual milestone dates. Milestone dates may be shown as TBD if project scoping or approval documents have not been finalized and approved, or if the delivery schedule has not been negotiated with a partnering agency or consultant implementing the specific phase of a project. Planned milestone dates can be revised to reflect new dates from approved baseline schedule changes. Project schedules are reviewed monthly, and milestone achievements and updated forecast dates are included to reflect project delivery status.

CAP milestones achieved in the first quarter FY 2021-22 include:

Freeway Projects

- The construction ready milestone for the State Route 55 widening from Interstate 405 to Interstate 5 (I-5) was achieved. This enabled the California Transportation Commission (CTC) to allocate a combined \$235.9 million to the construction phase at the CTC meeting on October 14, 2021. This includes \$115 million from the Trade Corridor Enhancement Program, \$80 million from the State Transportation Improvement Program, \$25 million from the Local Partnership Competitive Program, and \$15.9 million from the State Highway Operation and Protection Program. The California Department of Transportation (Caltrans) is planning to advertise the construction contract for bids before the end of 2021.

Recap of FY 2021-22 Performance Metrics

The performance metrics snapshot provided at the beginning of FY 2021-22 reflects seven planned major project delivery milestones to be accomplished in the FY (Attachment B). The single planned milestone in the first quarter this FY was achieved.

Notable CAP Updates and FY 2021-22 Risks

The complete environmental milestone for the I-5 El Toro Road interchange improvement project was moved out six months, from July 2022 to January 2023.

In November 2021, staff will update the Board of Directors (Board) on progress working with the cities of Laguna Hills, Laguna Woods, and Lake Forest on an Alternatives Assessment (AA) Study, which developed potential new additional interchange improvement alternatives. Conclusion of the AA Study, concurrence from the three cities and Caltrans, and an assessment of additional environmental studies and review will determine additional adjustments to this project's complete environmental milestone.

On the OC Streetcar project, staff continues to work with the Federal Transit Administration (FTA) and FTA's project management oversight consultant to finalize a comprehensive project risk, cost, and schedule assessment. Staff intends to bring an updated overall cost and schedule forecast to the OCTA Board before the end of the year. Staff's assessment of construction risks and schedule result in a forecast construction completion, which is the planned revenue service date, delayed from October 2023 until January 2024.

As reported to the OCTA Board in October 2021, forecast construction cost escalation is 11 percent or more through this calendar year, and will remain 6 percent to 11 percent through 2023. Construction bids in the region reflect a variable market with great variations in pricing between bidders due to varying risks in subcontract and material pricing and supply. Staff monitors these market trends and updates project cost estimates to account for market conditions and forecast construction cost escalation.

Summary

Capital project delivery continues to progress and is reflected in the CAP. The planned FY 2021-22 performance metrics created from forecast project schedules are used as a general project delivery performance indicator throughout the FY. Staff will continue to manage project costs and schedules across all project phases and report quarterly.

Attachments

- A. Capital Action Plan, Status Through September 2021
- B. Capital Programs Division, Fiscal Year 2021-22 Performance Metrics Through September 2021

Prepared by:















A handwritten signature in blue ink, appearing to read 'James G. Beil', is positioned above the printed name.

James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

Capital Action Plan

Status Through September 2021

Updated: October 14, 2021
















| Capital Projects | Cost Baseline/Forecast | Schedule Plan/Forecast | | | | | | | |
|--|---------------------------|---------------------------|---------------------------|-----------------|--------------------|-----------------------|---------------------------|----------------|--------------------------|
| | | Begin Environmental | Complete Environmental | Begin Design | Complete Design | Construction Ready | Advertise Construction | Award Contract | Complete Construction |
| | (millions) | | | | | | | | |
| Freeway Projects: | | | | | | | | | |
| I-5, Pico to San Diego County | TBD | Feb-21 | Apr-24 | TBD | TBD | TBD | TBD | TBD | TBD |
| | TBD | Feb-21 | Apr-24 | TBD | TBD | TBD | TBD | TBD | TBD |
|  I-5, Pico to Vista Hermosa | \$113.0 | Jun-09 | Dec-11 | Jun-11 | Oct-13 | Feb-14 | Oct-14 | Dec-14 | Aug-18 |
| Project C | \$83.6 | Jun-09 | Oct-11 | Jun-11 | Oct-13 | May-14 | Sep-14 | Dec-14 | Aug-18 |
|  I-5, Vista Hermosa to Pacific Coast Highway | \$75.6 | Jun-09 | Dec-11 | Jun-11 | Feb-13 | Jun-13 | Oct-13 | Dec-13 | Mar-17 |
| Project C | \$75.3 | Jun-09 | Oct-11 | Jun-11 | May-13 | Aug-13 | Feb-14 | Jun-14 | Jul-17 |
|  I-5, Pacific Coast Highway to San Juan Creek Road | \$70.7 | Jun-09 | Dec-11 | Jun-11 | Jan-13 | May-13 | Aug-13 | Oct-13 | Sep-16 |
| Project C | \$74.3 | Jun-09 | Oct-11 | Jun-11 | Jan-13 | Apr-13 | Aug-13 | Dec-13 | Jul-18 |
|  I-5, I-5/Ortega Interchange | \$90.9 | Sep-05 | Jun-09 | Jan-09 | Nov-11 | Mar-12 | Jun-12 | Aug-12 | Sep-15 |
| Project D | \$79.8 | Sep-05 | Jun-09 | Jan-09 | Dec-11 | Apr-12 | Jun-12 | Aug-12 | Jan-16 |
|  I-5, I-5/Ortega Interchange (Landscape) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Project D | N/A | N/A | N/A | Jan-14 | Oct-14 | Feb-15 | Aug-15 | Sep-15 | Sep-16 |
|  I-5, SR-73 to Oso Parkway | \$151.9 | Sep-11 | Jun-14 | Mar-15 | Jan-18 | May-18 | Aug-18 | Dec-18 | Apr-25 |
| Project C & D | \$195.8 | Oct-11 | May-14 | Mar-15 | Aug-18 | May-19 | Aug-19 | Dec-19 | Sep-24 |
|  I-5, Oso Parkway to Alicia Parkway | \$196.2 | Sep-11 | Jun-14 | Nov-14 | Jun-17 | Dec-17 | Feb-18 | Jun-18 | Nov-23 |
| Project C & D | \$203.1 | Oct-11 | May-14 | Nov-14 | Dec-17 | Jun-18 | Nov-18 | Mar-19 | Dec-23 |
|  I-5, Alicia Parkway to El Toro Road | \$133.6 | Sep-11 | Jun-14 | Mar-15 | Jun-18 | Dec-18 | Jan-19 | May-19 | Oct-24 |
| Project C | \$165.9 | Oct-11 | May-14 | Mar-15 | May-19 | Apr-20 | May-20 | Sep-20 | Oct-24 |
|  I-5, SR-73 to El Toro Road (Landscape) | TBD | N/A | N/A | TBD | TBD | TBD | TBD | TBD | TBD |
| Project C | \$12.4 | N/A | N/A | Jul-22 | Mar-24 | Jul-24 | Sep-24 | Nov-24 | Jun-26 |
|  I-5, I-5/El Toro Road Interchange | TBD | Apr-17 | Nov-19 | TBD | TBD | TBD | TBD | TBD | TBD |
| Project D Cost/Schedule Risk | TBD | Apr-17 | Jan-23 | TBD | TBD | TBD | TBD | TBD | TBD |
|  I-5, I-405 to Yale Avenue | \$230.5 | May-14 | Aug-18 | TBD | TBD | TBD | TBD | TBD | TBD |
| Project B | \$230.5 | May-14 | Jan-20 | Oct-21 | Jul-24 | Jan-25 | Apr-25 | Aug-25 | Feb-29 |
|  I-5, Yale Avenue to SR-55 | \$200.4 | May-14 | Aug-18 | May-21 | TBD | TBD | TBD | TBD | TBD |
| Project B | \$200.4 | May-14 | Jan-20 | May-21 | Jan-24 | Jul-24 | Nov-24 | Mar-25 | Sep-28 |
|  I-5, SR-55 to SR-57 | \$38.1 | Jul-11 | Jun-13 | Jun-15 | Mar-17 | Jul-17 | Sep-17 | Dec-17 | Apr-21 |
| Project A | \$38.9 | Jun-11 | Apr-15 | Jun-15 | Jun-17 | Dec-17 | Mar-18 | Nov-18 | Jan-21 |
|  SR-55, I-405 to I-5 | \$410.9 | Feb-11 | Nov-13 | Sep-17 | Apr-20 | Dec-20 | Apr-21 | Jul-21 | Aug-25 |
| Project F Cost/Schedule Risk | \$503.2 | May-11 | Aug-17 | Sep-17 | Apr-20 | Sep-21 | Dec-21 | Apr-22 | May-26 |

Capital Action Plan

Status Through September 2021

Updated: October 14, 2021

















Updated October 14, 2021

| | Capital Projects | Cost | Schedule | | | | | | | |
|--|---|-------------------|---------------------|------------------------|--------------|-----------------|--------------------|------------------------|----------------|-----------------------|
| | | Baseline/Forecast | Plan/Forecast | | | | | | | |
| | | (millions) | Begin Environmental | Complete Environmental | Begin Design | Complete Design | Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|  | SR-55, I-5 to SR-91 | \$131.3 | Dec-16 | Jan-20 | TBD | TBD | TBD | TBD | TBD | TBD |
| | Project F | \$131.3 | Dec-16 | Mar-20 | Aug-22 | Jul-25 | Dec-25 | Apr-26 | Jul-26 | Sep-29 |
|  | SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue | \$71.8 | Apr-16 | Dec-18 | TBD | TBD | TBD | TBD | TBD | TBD |
| | Project G | \$71.8 | Apr-16 | Mar-19 | Jan-22 | Mar-24 | Jul-24 | Nov-24 | Mar-25 | Oct-27 |
|  | SR-57 (NB), Katella Avenue to Lincoln Avenue | \$78.7 | Apr-08 | Jul-09 | Jul-08 | Nov-10 | Mar-11 | May-11 | Aug-11 | Sep-14 |
| | Project G | \$38.0 | Apr-08 | Nov-09 | Aug-08 | Dec-10 | Apr-11 | Jul-11 | Oct-11 | Apr-15 |
|  | SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | Project G | N/A | N/A | N/A | May-09 | Jul-10 | Jun-17 | Jul-17 | Sep-17 | Jun-18 |
|  | SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard | \$80.2 | Aug-05 | Dec-07 | Feb-08 | Dec-09 | Apr-10 | Jun-10 | Oct-10 | May-14 |
| | Project G | \$52.3 | Aug-05 | Dec-07 | Feb-08 | Jul-09 | Dec-09 | May-10 | Oct-10 | Nov-14 |
|  | SR-57 (NB), Yorba Linda Boulevard to Lambert Road | \$79.3 | Aug-05 | Dec-07 | Feb-08 | Dec-09 | Apr-10 | Jun-10 | Oct-10 | Sep-14 |
| | Project G | \$54.1 | Aug-05 | Dec-07 | Feb-08 | Jul-09 | Mar-10 | May-10 | Oct-10 | May-14 |
|  | SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | Project G | N/A | N/A | N/A | Oct-14 | Aug-17 | Dec-17 | Jan-18 | Feb-18 | Apr-19 |
|  | SR-57 (NB), Lambert Road to Tonner Canyon | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| | Project G | TBD | Sep-25 | May-28 | TBD | TBD | TBD | TBD | TBD | TBD |
|  | SR-91 Westbound (WB), I-5 to SR-57 | \$78.1 | Jul-07 | Apr-10 | Oct-09 | Feb-12 | Jul-12 | Aug-12 | Nov-12 | Apr-16 |
| | Project H | \$59.2 | Jul-07 | Jun-10 | Mar-10 | Apr-12 | Aug-12 | Oct-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 | N/A | N/A | N/A | N/A |
| | Project H | N/A | N/A | N/A | Nov-14 | Aug-16 | Dec-16 | Feb-17 | Mar-17 | Nov-17 |
|  | SR-91, SR-55 to Lakeview Avenue (Segment 1) | \$100.9 | Jan-15 | Oct-18 | Mar-20 | Jan-23 | Aug-23 | Oct-23 | Feb-24 | Sep-27 |
| | Project I | \$100.9 | Jan-15 | Jun-20 | Mar-20 | Jan-23 | Aug-23 | Oct-23 | Feb-24 | Sep-27 |
|  | SR-91, La Palma Avenue to SR-55 (Segment 2) | \$208.4 | Jan-15 | Oct-18 | Jun-20 | Jul-23 | Feb-24 | Mar-24 | Jul-24 | Mar-28 |
| | Project I | \$208.4 | Jan-15 | Jun-20 | Jun-20 | Jul-23 | Feb-24 | Mar-24 | Jul-24 | Mar-28 |
|  | SR-91, Acacia Street to La Palma Ave (Segment 3) | \$116.2 | Jan-15 | Oct-18 | Nov-20 | Apr-24 | Nov-24 | Jan-25 | Apr-25 | Sep-28 |
| | Project I | \$116.2 | Jan-15 | Jun-20 | Nov-20 | Apr-24 | Nov-24 | Jan-25 | Apr-25 | Sep-28 |
|  | SR-91 (WB), Tustin Interchange to SR-55 | \$49.9 | Jul-08 | Jul-11 | Jul-11 | Mar-13 | Jul-13 | Aug-13 | Oct-13 | Jul-16 |
| | Project I | \$42.5 | Jul-08 | May-11 | Jun-11 | Feb-13 | Apr-13 | Jun-13 | Oct-13 | Jul-16 |
|  | SR-91, SR-55 to SR-241 | \$128.4 | Jul-07 | Jul-09 | Jun-09 | Jan-11 | Apr-11 | Jun-11 | Sep-11 | Dec-12 |
| | Project J | \$79.7 | Jul-07 | Apr-09 | Apr-09 | Aug-10 | Dec-10 | Feb-11 | May-11 | Mar-13 |

Capital Action Plan

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Updated: October 14, 2021

| Capital Projects | | Cost | Schedule | | | | | | | |
|--|---|-------------------|---------------------|------------------------|--------------|-----------------|--------------------|------------------------|----------------|-----------------------|
| | | Baseline/Forecast | Plan/Forecast | | | | | | | |
| | | (millions) | Begin Environmental | Complete Environmental | Begin Design | Complete Design | Construction Ready | Advertise Construction | Award Contract | Complete Construction |
|  | SR-91, SR-55 to SR-241 (Landscape) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | Project J | N/A | N/A | N/A | May-12 | Feb-13 | Apr-13 | Jul-13 | Oct-13 | Feb-15 |
|  | SR-91 Eastbound, SR-241 to SR-71 | \$104.5 | Mar-05 | Dec-07 | Jul-07 | Dec-08 | Mar-09 | May-09 | Jul-09 | Nov-10 |
| | Project J | \$57.8 | Mar-05 | Dec-07 | Jul-07 | Dec-08 | May-09 | Jun-09 | Aug-09 | Jan-11 |
|  | 91 Express Lanes to SR-241 Toll Connector | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | TBD | Nov-13 | Jan-20 | Jun-16 | Aug-22 | Mar-23 | Apr-23 | Sep-23 | Nov-25 |
|  | I-405, I-5 to SR-55 | TBD | Dec-14 | Jul-18 | TBD | TBD | TBD | TBD | TBD | TBD |
| | Project L | TBD | Dec-14 | Aug-18 | TBD | TBD | TBD | TBD | TBD | TBD |
|  | I-405, SR-55 to I-605 (Design-Build) | \$2,080.2 | Mar-09 | Mar-13 | Mar-14 | Nov-15 | Feb-16 | Mar-16 | Nov-16 | Feb-24 |
| | Project K | \$2,080.2 | Mar-09 | May-15 | Mar-14 | Nov-15 | Feb-16 | Mar-16 | Nov-16 | Feb-24 |
|  | I-405/SR-22 HOV Connector | \$195.9 | N/A | N/A | Sep-07 | Sep-09 | Mar-10 | May-10 | Aug-10 | Aug-14 |
| | | \$120.8 | N/A | N/A | Sep-07 | Jun-09 | Sep-09 | Feb-10 | Jun-10 | Mar-15 |
|  | I-405/I-605 HOV Connector | \$260.4 | N/A | N/A | Sep-07 | Sep-09 | Mar-10 | May-10 | Oct-10 | Jan-15 |
| | | \$172.6 | N/A | N/A | Sep-07 | Sep-09 | Feb-10 | May-10 | Oct-10 | Mar-15 |
|  | I-405/SR-22/I-605 HOV Connector (Landscape) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| | | N/A | N/A | N/A | Jun-08 | May-09 | Feb-16 | May-16 | Jul-16 | Feb-18 |
|  | I-605, I-605/Katella Interchange | \$29.0 | Aug-16 | Nov-18 | TBD | Mar-23 | Jul-23 | Nov-23 | Feb-24 | Nov-25 |
| | Project M | \$29.0 | Aug-16 | Oct-18 | Dec-20 | Mar-23 | Jul-23 | Nov-23 | Feb-24 | Nov-25 |
|  | Grade Separation Projects: | | | | | | | | | |
| | Sand Canyon Avenue Railroad Grade Separation | \$55.6 | N/A | Sep-03 | Jan-04 | Jul-10 | Jul-10 | Oct-10 | Feb-11 | May-14 |
|  | Project R | \$61.9 | N/A | Sep-03 | Jan-04 | Jul-10 | Jul-10 | Oct-10 | Feb-11 | Jan-16 |
| | Raymond Avenue Railroad Grade Separation | \$77.2 | Feb-09 | Nov-09 | Mar-10 | Aug-12 | Nov-12 | Feb-13 | May-13 | Aug-18 |
|  | Project O | \$126.2 | Feb-09 | Nov-09 | Mar-10 | Dec-12 | Jul-13 | Oct-13 | Feb-14 | May-18 |
| | State College Boulevard Railroad Grade Separation (Fullerton) | \$73.6 | Dec-08 | Jan-11 | Jul-06 | Aug-12 | Nov-12 | Feb-13 | May-13 | May-18 |
|  | Project O | \$99.6 | Dec-08 | Apr-11 | Jul-06 | Feb-13 | May-13 | Sep-13 | Feb-14 | Mar-18 |
| | Placentia Avenue Railroad Grade Separation | \$78.2 | Jan-01 | May-01 | Jan-09 | Mar-10 | May-10 | Mar-11 | Jun-11 | Nov-14 |
|  | Project O | \$64.5 | Jan-01 | May-01 | Jan-09 | Jun-10 | Jan-11 | Mar-11 | Jul-11 | Dec-14 |
| | Kraemer Boulevard Railroad Grade Separation | \$70.4 | Jan-01 | Sep-09 | Jan-09 | Jul-10 | Jul-10 | Apr-11 | Aug-11 | Oct-14 |
|  | Project O | \$63.8 | Jan-01 | Sep-09 | Feb-09 | Jul-10 | Jan-11 | Jun-11 | Sep-11 | Dec-14 |
| | Orangethorpe Avenue Railroad Grade Separation | \$117.4 | Jan-01 | Sep-09 | Feb-09 | Dec-11 | Dec-11 | Feb-12 | May-12 | Sep-16 |
|  | Project O | \$105.9 | Jan-01 | Sep-09 | Feb-09 | Oct-11 | Apr-12 | Sep-12 | Jan-13 | Oct-16 |

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| Capital Projects | Cost Baseline/Forecast | Schedule Plan/Forecast | | | | | | | |
|--|---------------------------|---------------------------|---------------------------|-----------------|--------------------|-----------------------|---------------------------|----------------|--------------------------|
| | | Begin Environmental | Complete Environmental | Begin Design | Complete Design | Construction Ready | Advertise Construction | Award Contract | Complete Construction |
| | (millions) | | | | | | | | |
|  Tustin Avenue/Rose Drive Railroad Grade Separation | \$103.0 | Jan-01 | Sep-09 | Feb-09 | Dec-11 | Mar-12 | May-12 | Aug-12 | May-16 |
| Project O | \$96.6 | Jan-01 | Sep-09 | Feb-09 | Jul-11 | Jun-12 | Oct-12 | Feb-13 | Oct-16 |
|  Lakeview Avenue Railroad Grade Separation | \$70.2 | Jan-01 | Sep-09 | Feb-09 | Oct-11 | Oct-12 | Feb-13 | May-13 | Mar-17 |
| Project O | \$110.7 | Jan-01 | Sep-09 | Feb-09 | Jan-13 | Apr-13 | Sep-13 | Nov-13 | Jun-17 |
|  17th Street Railroad Grade Separation | TBD | Oct-14 | Jun-16 | TBD | TBD | TBD | TBD | TBD | TBD |
| Project R | TBD | Oct-14 | Nov-17 | TBD | TBD | TBD | TBD | TBD | TBD |
| Rail and Station Projects: | | | | | | | | | |
|  Rail-Highway Grade Crossing Safety Enhancement | \$94.4 | Jan-08 | Oct-08 | Jan-08 | Sep-08 | Sep-08 | Sep-08 | Aug-09 | Dec-11 |
| Project R | \$90.4 | Jan-08 | Oct-08 | Jan-08 | Sep-08 | Sep-08 | Sep-08 | Aug-09 | Dec-11 |
|  San Clemente Beach Trail Safety Enhancements | \$6.0 | Sep-10 | Jul-11 | Feb-12 | Apr-12 | Apr-12 | Jul-12 | Oct-12 | Jan-14 |
| Project R | \$5.0 | Sep-10 | Jul-11 | Feb-12 | Jun-12 | Jun-12 | Oct-12 | May-13 | Mar-14 |
| San Juan Capistrano Passing Siding | \$25.3 | Aug-11 | Jan-13 | Mar-15 | May-16 | May-16 | Aug-16 | Dec-16 | Feb-21 |
| | \$36.4 | Aug-11 | Mar-14 | Mar-15 | Aug-18 | Aug-18 | Aug-18 | Mar-19 | Nov-20 |
|  OC Streetcar | \$424.4 | Aug-09 | Mar-12 | Feb-16 | Sep-17 | Oct-17 | Dec-17 | Aug-18 | Dec-21 |
| Project S | \$440.0 | Aug-09 | Mar-15 | Feb-16 | Nov-17 | Dec-17 | Dec-17 | Sep-18 | Jan-24 |
|  Placentia Metrolink Station and Parking Structure | \$34.8 | Jan-03 | May-07 | Oct-08 | Jan-11 | TBD | TBD | TBD | TBD |
| Project R | \$40.1 | Jan-03 | May-07 | Oct-08 | Feb-11 | TBD | TBD | TBD | TBD |
|  Orange County Maintenance Facility | TBD | Apr-20 | Apr-22 | TBD | TBD | TBD | TBD | TBD | TBD |
| Project R | TBD | Apr-20 | Jul-22 | TBD | TBD | TBD | TBD | TBD | TBD |
|  Irvine Station Improvements | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| Project R | TBD | Dec-21 | Jan-24 | TBD | TBD | TBD | TBD | TBD | TBD |
| Anaheim Canyon Station | \$27.9 | Jan-16 | Dec-16 | Mar-19 | May-19 | May-19 | Jul-19 | Nov-19 | Jan-23 |
| | \$34.2 | Jan-16 | Jun-17 | Mar-18 | Oct-20 | Oct-20 | Oct-20 | Mar-21 | Jan-23 |
| Orange Station Parking Expansion | \$33.2 | Dec-09 | Dec-12 | Nov-10 | Apr-13 | Jul-16 | Jul-16 | Nov-16 | Feb-19 |
| | \$30.9 | Dec-09 | May-16 | Nov-10 | Apr-16 | Jul-16 | Jul-16 | Jun-17 | Feb-19 |
| Fullerton Transportation Center - Elevator Upgrades | \$3.5 | N/A | N/A | Jan-12 | Dec-13 | Dec-13 | Jun-14 | Sep-14 | Mar-17 |
| | \$4.2 | N/A | N/A | Jan-12 | Dec-13 | Dec-13 | Aug-14 | Apr-15 | May-19 |
| Laguna Niguel/Mission Viejo Station ADA Ramps | \$3.5 | Jul-13 | Jan-14 | Jul-13 | Aug-14 | Aug-14 | Sep-14 | Jan-15 | Apr-17 |
| | \$5.0 | Jul-13 | Feb-14 | Jul-13 | Jul-15 | Jul-15 | Jul-15 | Oct-15 | Sep-17 |
|  Anaheim Regional Transportation Intermodal Center | \$227.4 | Apr-09 | Feb-11 | Jun-09 | Feb-12 | Feb-12 | May-12 | Jul-12 | Nov-14 |
| Project R & T | \$232.2 | Apr-09 | Feb-12 | Jun-09 | May-12 | May-12 | May-12 | Sep-12 | Dec-14 |

Capital Action Plan

Status Through September 2021

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| Capital Projects | Cost | Schedule | | | | | | | |
|------------------|-------------------|------------------------|---------------------------|-----------------|--------------------|-----------------------|---------------------------|----------------|--------------------------|
| | Baseline/Forecast | Plan/Forecast | | | | | | | |
| | (millions) | Begin Environmental | Complete Environmental | Begin Design | Complete Design | Construction Ready | Advertise Construction | Award Contract | Complete Construction |

Note: Costs associated with landscape projects are included in respective freeway projects.

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins, or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, including certification of right-of-way, all agreements executed, contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

SR-71 - Corona Expressway (State Route 71)

SR-22 - Garden Grove Freeway (State Route 22)

I-405 - San Diego Freeway (Interstate 405)

SR-241 - Foothill/Eastern Transportation Corridor (State Route 241)

I-605 - San Gabriel River Freeway (Interstate 605)

ADA - Americans with Disabilities Act

Capital Programs Division

Fiscal Year 2021-22 Performance Metrics Through September 2021

Begin Environmental

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|-----------------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| Irvine Station Improvements | | | X | | | | | | |
| Total Forecast/Actual | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Complete Environmental

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|---|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| No "Complete Environmental" milestones scheduled for FY 2021-22 | | | | | | | | | |
| | | | | | | | | | |
| Total Forecast/Actual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Begin Design

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|--|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| I-5, I-405 to Yale Avenue | | | X | | | | | | |
| SR-57, Orangewood Avenue to Katella Avenue | | | | | X | | | | |
| SR-55, I-5 to SR-91 | | | | | | | X | | |
| Total Forecast/Actual | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 |

Complete Design

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|--|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| No "Complete Design" milestones scheduled for FY 2021-22 | | | | | | | | | |
| | | | | | | | | | |
| Total Forecast/Actual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Construction Ready

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|-----------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| SR-55, I-405 to I-5 | X | ✓ | | | | | | | |
| | | | | | | | | | |
| Total Forecast/Actual | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

Advertise Construction

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|-----------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| SR-55, I-405 to I-5 | | | X | | | | | | |
| | | | | | | | | | |
| Total Forecast/Actual | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

Award Contract

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|-----------------------|-------------|--------|-------------|--------|-------------|--------|-------------|--------|------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| SR-55, I-405 to I-5 | | | | | | | X | | |
| | | | | | | | | | |
| Total Forecast/Actual | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

Capital Programs Division

Fiscal Year 2021-22 Performance Metrics Through September 2021

Complete Construction

| Project Description | FY 22 Qtr 1 | | FY 22 Qtr 2 | | FY 22 Qtr 3 | | FY 22 Qtr 4 | | FY 22 Fcst |
|--|-------------|--------|-------------|--------|-------------|--------|-------------|--------|---------------|
| | Fcst | Actual | Fcst | Actual | Fcst | Actual | Fcst | Actual | |
| No "Complete Construction" milestones scheduled for FY 2021-22 | | | | | | | | | |
| | | | | | | | | | |
| Total Forecast/Actual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | |
|--------|---|---|---|---|---|---|---|---|---|
| Totals | 1 | 1 | 3 | 0 | 1 | 0 | 2 | 0 | 7 |
|--------|---|---|---|---|---|---|---|---|---|

Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

Complete Environmental: The date environmental clearance and project approval is achieved.

Begin Design: The date final design work begins or the date when a design-build contract begins.

Complete Design: The date final design work is 100 percent complete and approved.

Construction Ready: The date contract bid documents are ready for advertisement, right-of-way certified, all agreements executed, and contract constraints are cleared.

Advertise for Construction: The date a construction contract is both funded and advertised for bids.

Award Contract: The date the construction contract is awarded.

Construction Complete: The date all construction work is completed and the project is open to public use.

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

SR-73 - San Joaquin Freeway (State Route 73)

SR-55 - Costa Mesa Freeway (State Route 55)

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

I-405 - San Diego Freeway (Interstate 405)

FY - fiscal year

X = milestone forecast in quarter

✔ = milestone accomplished in quarter



December 6, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Employment and Travel Follow-Up Survey Results

Overview

In an effort to gain an understanding of the impacts of the coronavirus on employment and travel in Orange County, a scientific, statistically valid survey was conducted during the month of July 2020, which served as a baseline to assess patterns at that stage of the pandemic. A subsequent follow-up survey was conducted in September 2021 to assess current employment and travel to see how the commute or remote work patterns may have shifted during the past year.

Recommendation

Receive and file as an information item.

Background

The coronavirus (COVID-19) triggered a statewide stay-at-home mandate in March 2020, effectively shuttering many sectors of the world's fifth largest economy for several months and sending ripple effects through most aspects of daily life. In addition to the direct economic impacts including job losses, salary cuts, and reduced spending, the threat of COVID-19 and the closure of non-essential businesses dramatically altered how and where people work, play, shop, and travel.

Although the widespread availability of COVID-19 vaccines, relaxation of stay-at-home mandates and modified public health guidelines in 2021 have allowed many workers the option to return to the office, questions remain as to what percentage of workers have done so, how they are commuting, and whether they anticipate these patterns will change once the pandemic is over. The answers to these questions are highly relevant to the Orange County Transportation Authority's (OCTA) mission to develop an integrated and balanced transportation system that supports the diverse travel needs of, and

reflects the character of, Orange County. As a follow-up to the baseline scientific survey conducted in July 2020, a scientific survey was conducted in September 2021 to assess the current impacts of COVID-19 to track against the baseline survey to help assess how travel patterns, attitudes, and priorities may have changed.

Discussion

The purpose of the Employment and Travel surveys has been to develop a statistically reliable understanding of how public attitudes, working arrangements, travel behaviors, and mode choice have been altered over the course of the pandemic, as well as how these patterns are likely to change once the pandemic is over. This follow-up tracking survey represents the second in a two-part study. The baseline survey profiled work arrangements, travel behavior, and relevant activities among Orange County residents prior to the pandemic (January and February 2020) and several months into the pandemic (June 2020) to document changes. The follow up-survey conducted in September 2021 captured the same information for the current period, as well as respondents' expectations for the post-pandemic period.

A total of 2,119 randomly selected Orange County adult residents participated in the follow-up survey between September 2 and September 26, 2021. The survey followed a mixed-method design that employed multiple recruiting methods (email, text messages, and telephone) and multiple data collection methods (telephone and online). The interviews averaged 15 minutes in length and were conducted in English, Spanish, and Vietnamese.

Specifically, the follow-up survey was designed to:

- Identify the issues that residents view as the most important facing Orange County today,
- Gauge residents' expectations for COVID-19,
- Profile their employment status, work schedule, frequency of remote work, and commute behavior in September 2021 and expectations for the post-pandemic period,
- Profile their use of rideshare, transit, and active transportation, as well as their shopping and dining habits in September 2021 and expectations for the post-pandemic period, and
- Among employees who work from home, gauge the impacts of doing so on their work experiences and performance.

Approaches to using this survey will continue to be combined with other travel data that can be used in future decision-making efforts. Staff has been collecting

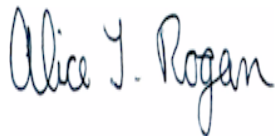
available data from Google, Apple, the California Department of Transportation, and other sources that can complement this survey information as well as any other OCTA surveys to help inform future planning efforts.

Summary

A statistically valid Employment and Travel Survey was conducted during the month of September 2021 as a follow-up to a similar baseline survey conducted in July 2020 to gain a better understanding of the effects of COVID-19 on employment and travel in Orange County and will be used to help inform future planning efforts.

Attachment

None.

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Employment and Travel Follow-up Survey Results

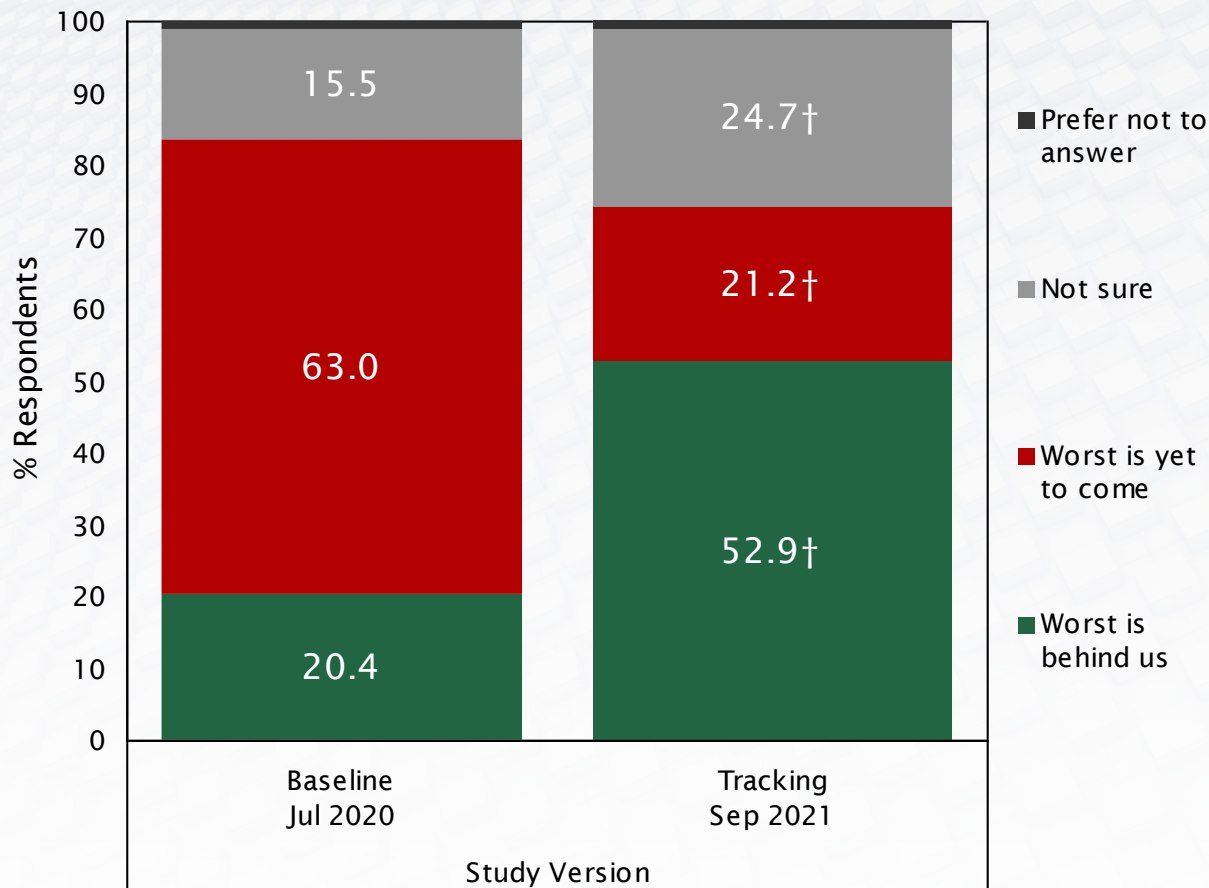
Purpose of Study

- Measure how the coronavirus (COVID-19) pandemic altered public attitudes, working arrangements, travel behaviors, mode choice, rideshare, and trips in short-term (three months into the pandemic).
- Identify degree to which changes have endured 18 months into pandemic.
- Profile pros/cons of remote work from employees' perspectives.
- Explore employees' expectations regarding post-pandemic work arrangements and commutes.

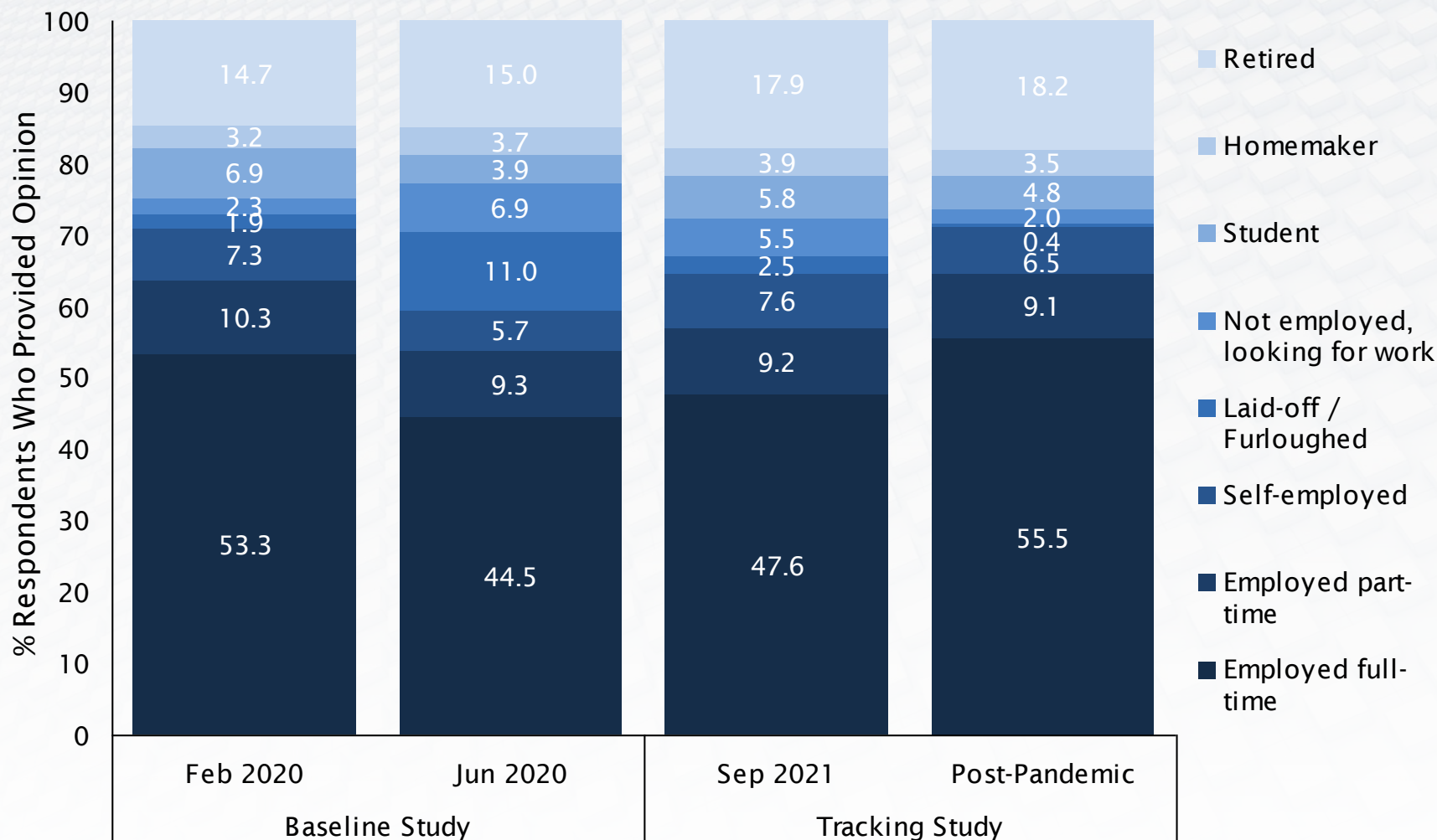
Methodology of Study

- Conducted September 2 to September 26, 2021
- Mixed-Methodology Survey
 - Stratified random sample of Orange County households
 - Multiple recruiting methods (email, text message, and telephone) and data collection options (telephone and online)
 - Completed 2,119 interviews
 - English, Spanish, and Vietnamese
- Overall margin of error: $\pm 2.1\%$

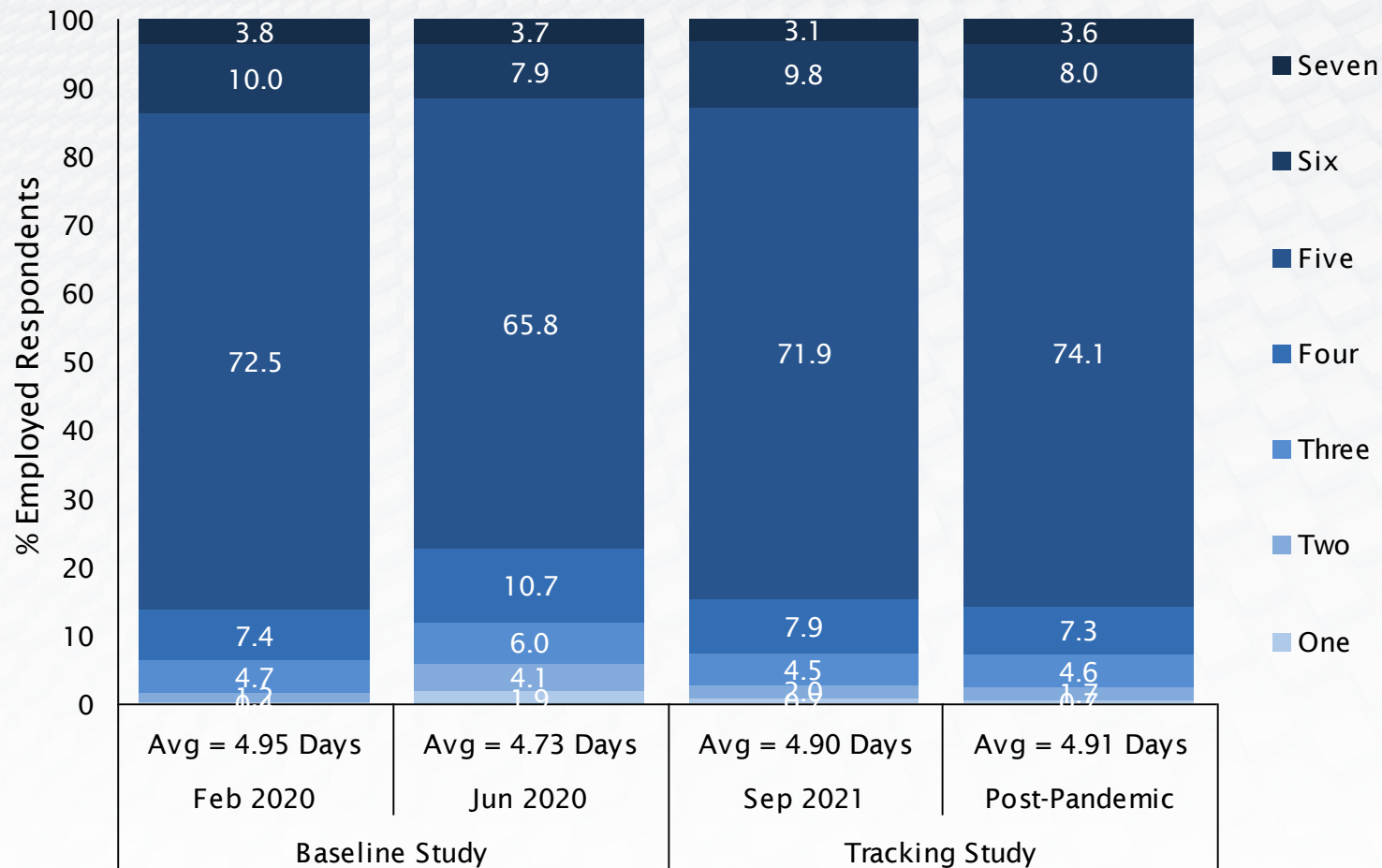
Opinion of COVID-19 by Study Year



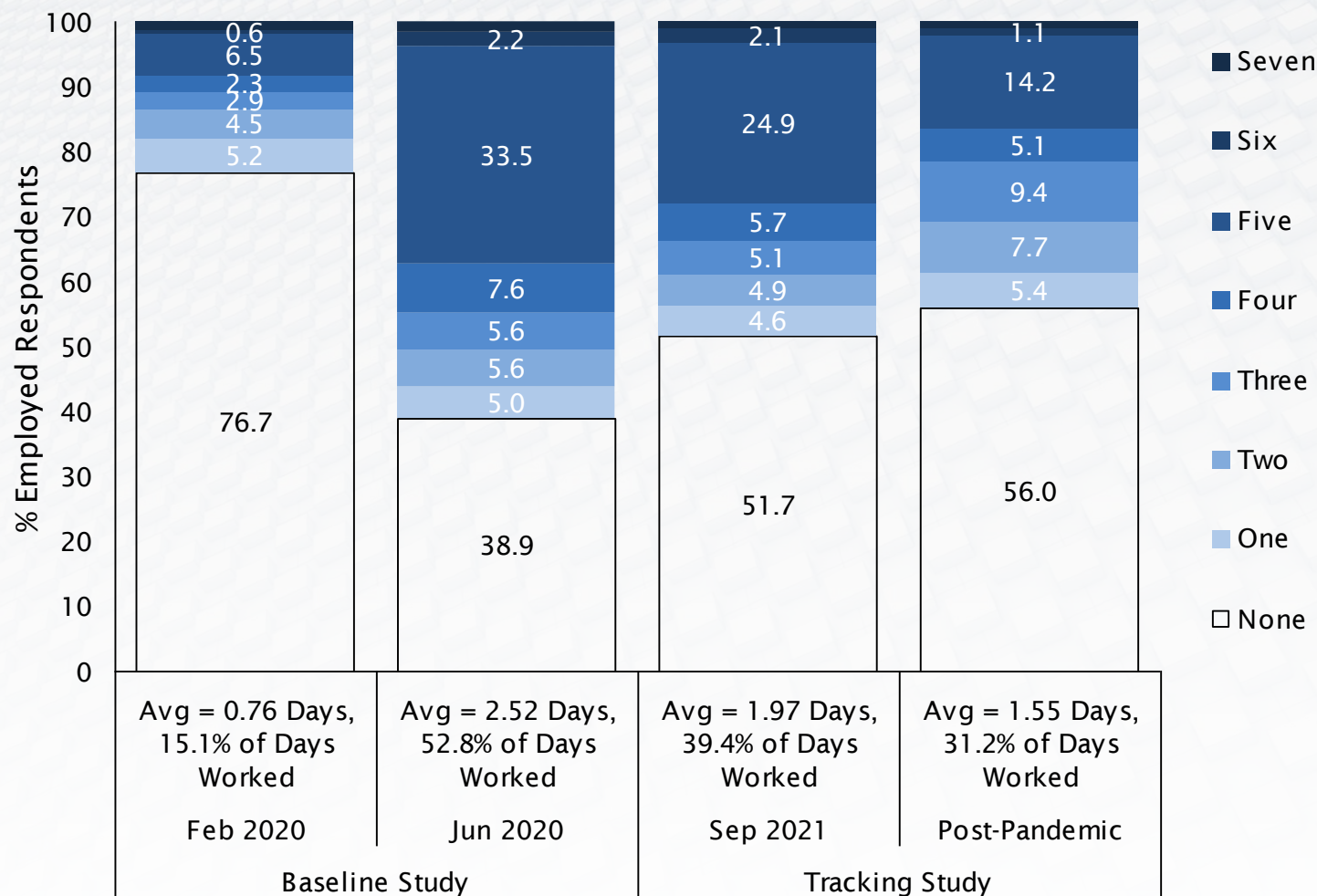
Employment Status



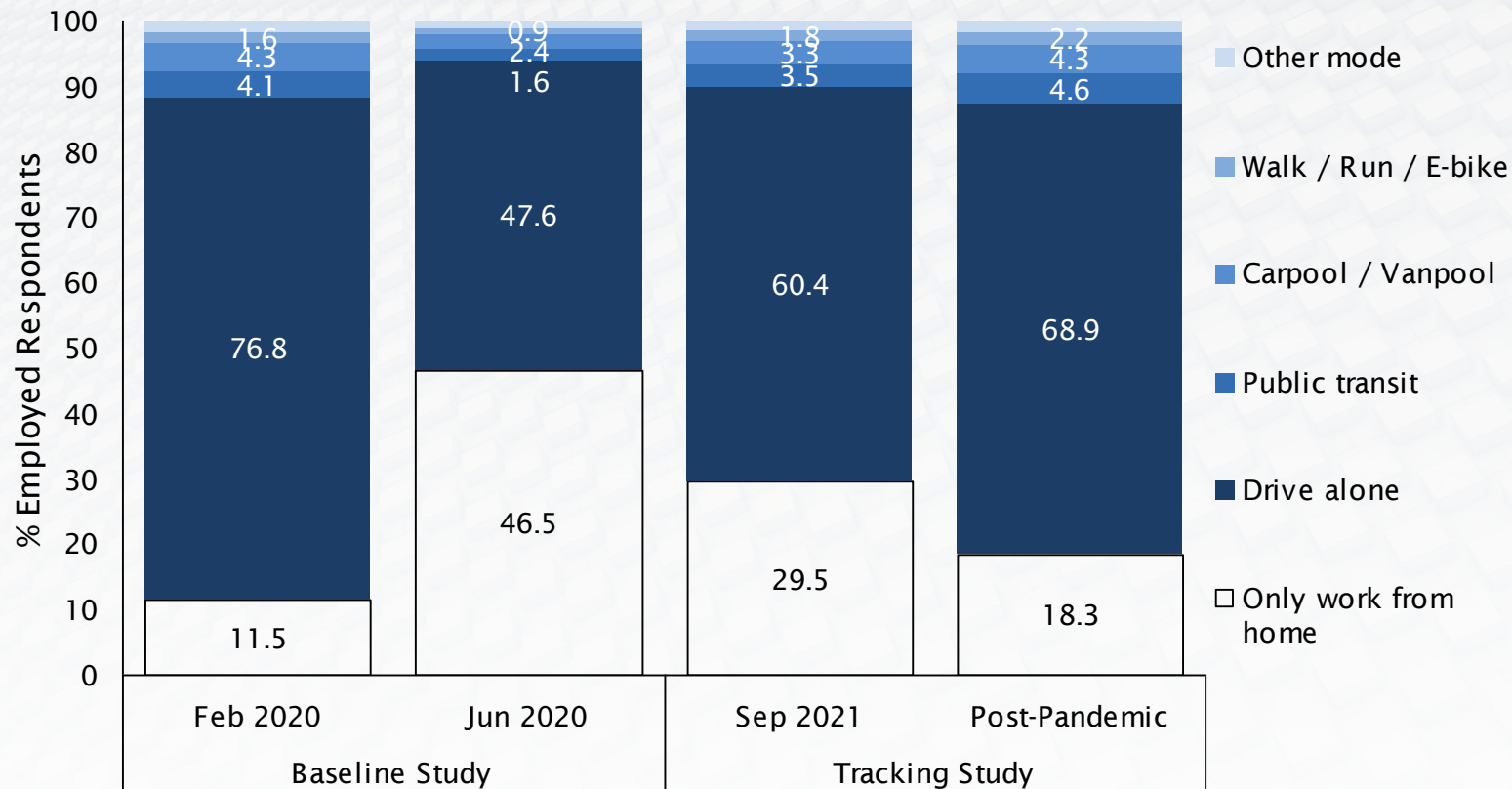
Workdays Per Week



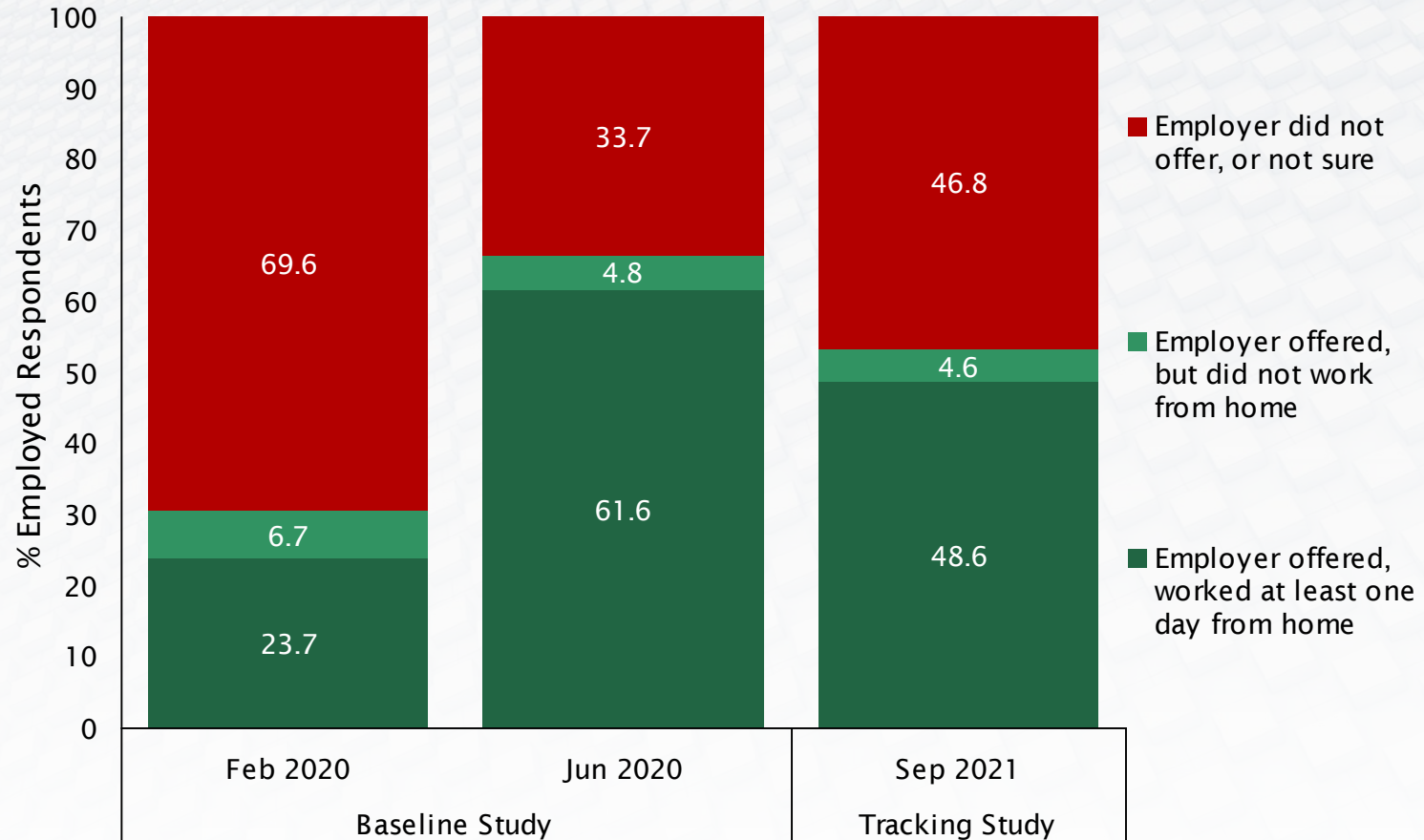
Telework Days Per Week



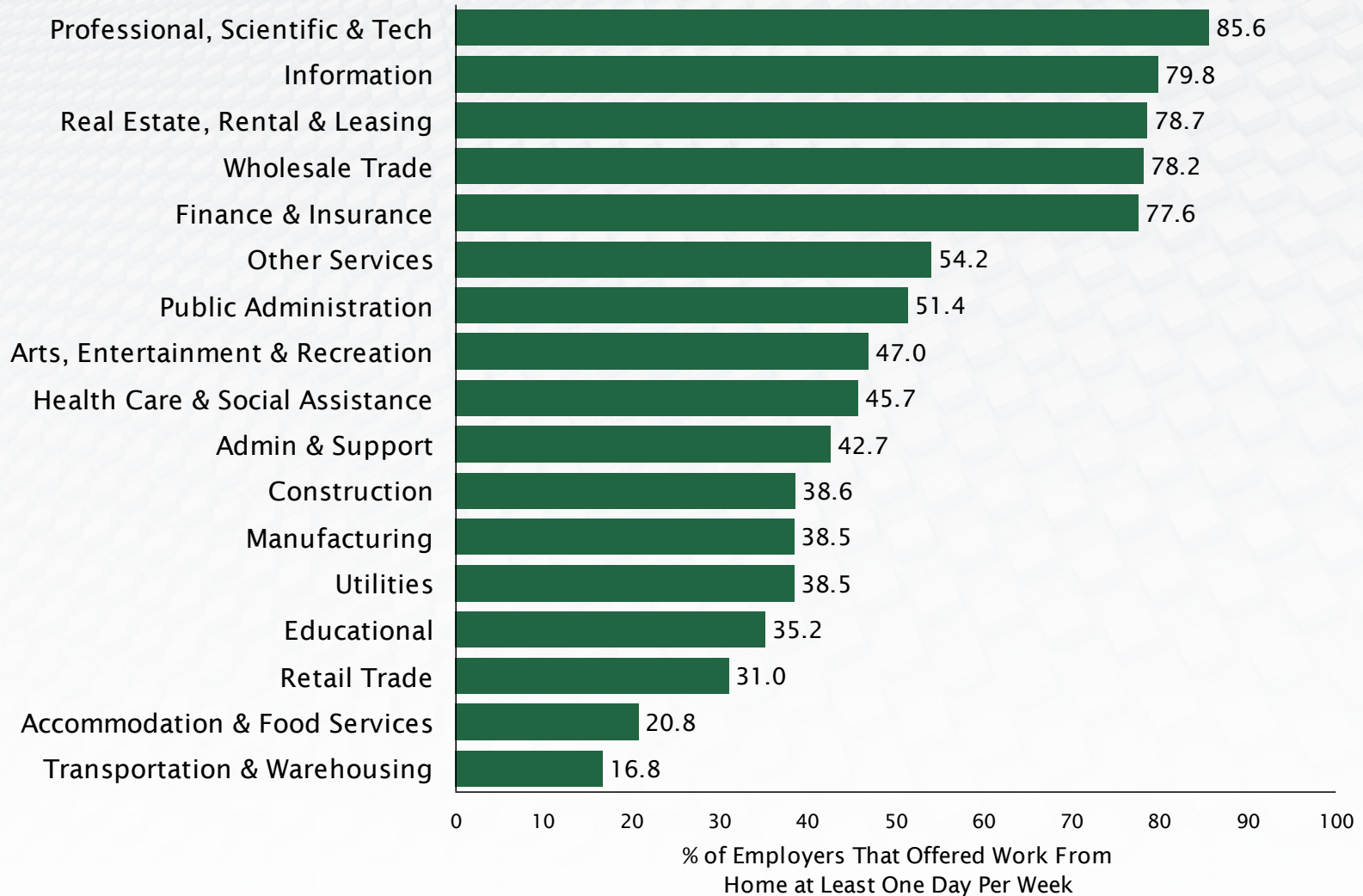
Work Commute Mode



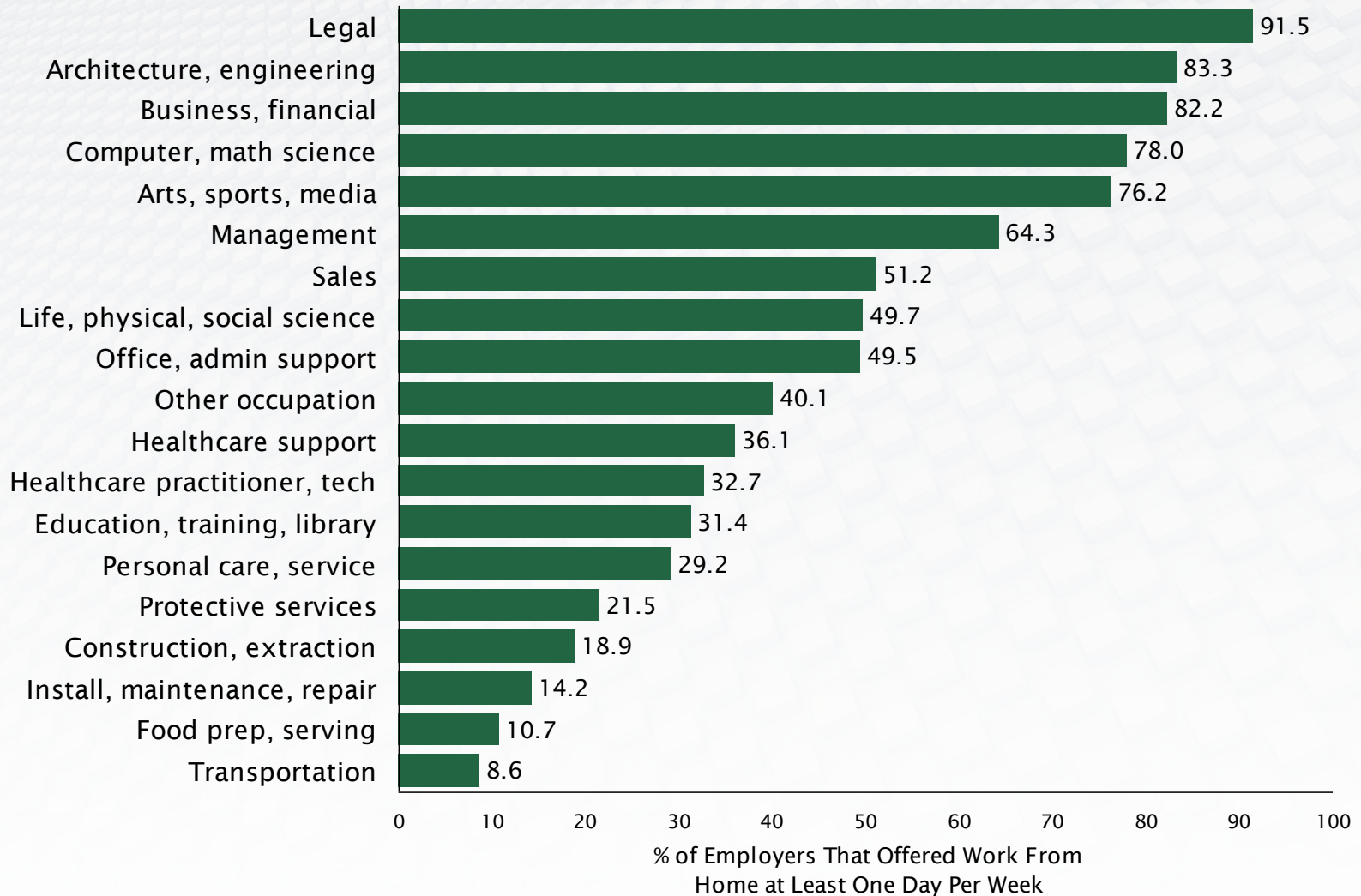
Telework Option



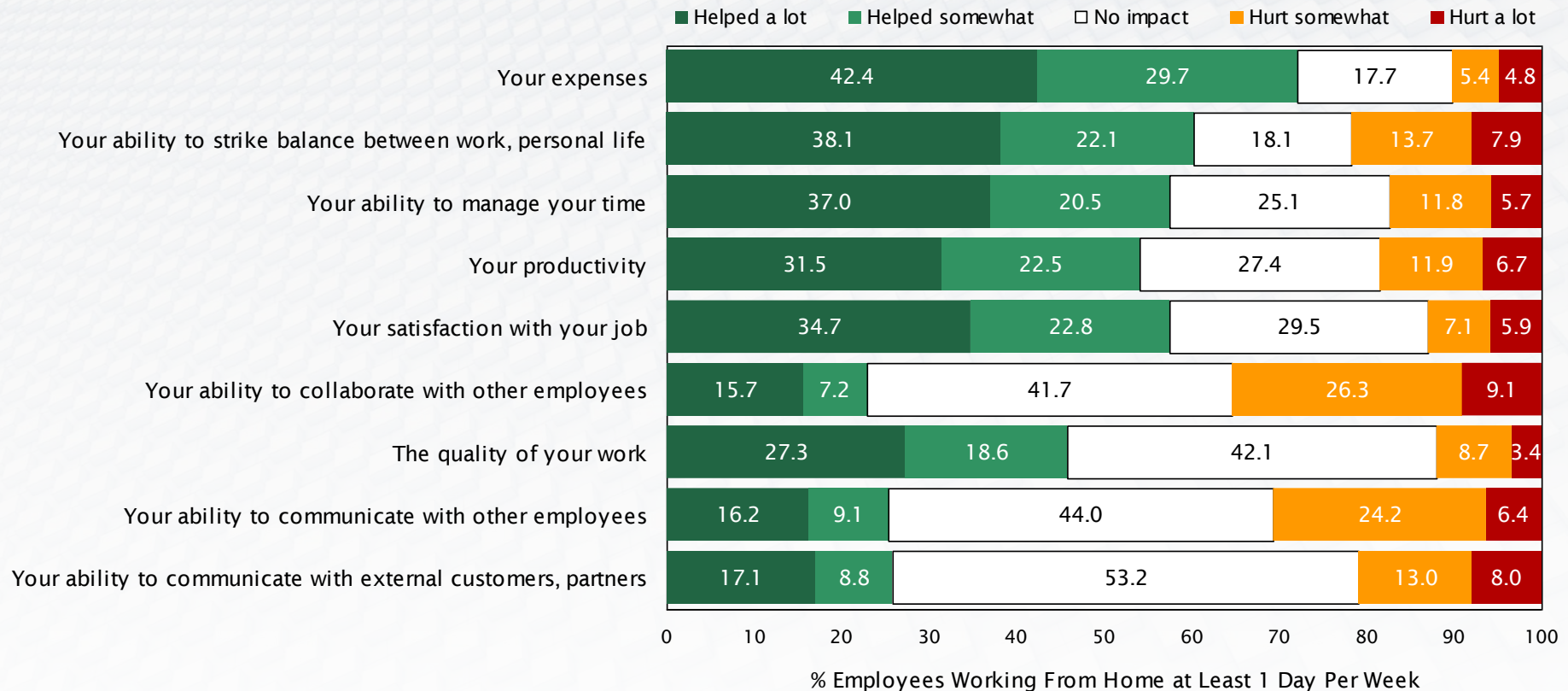
Telework Option by Industry



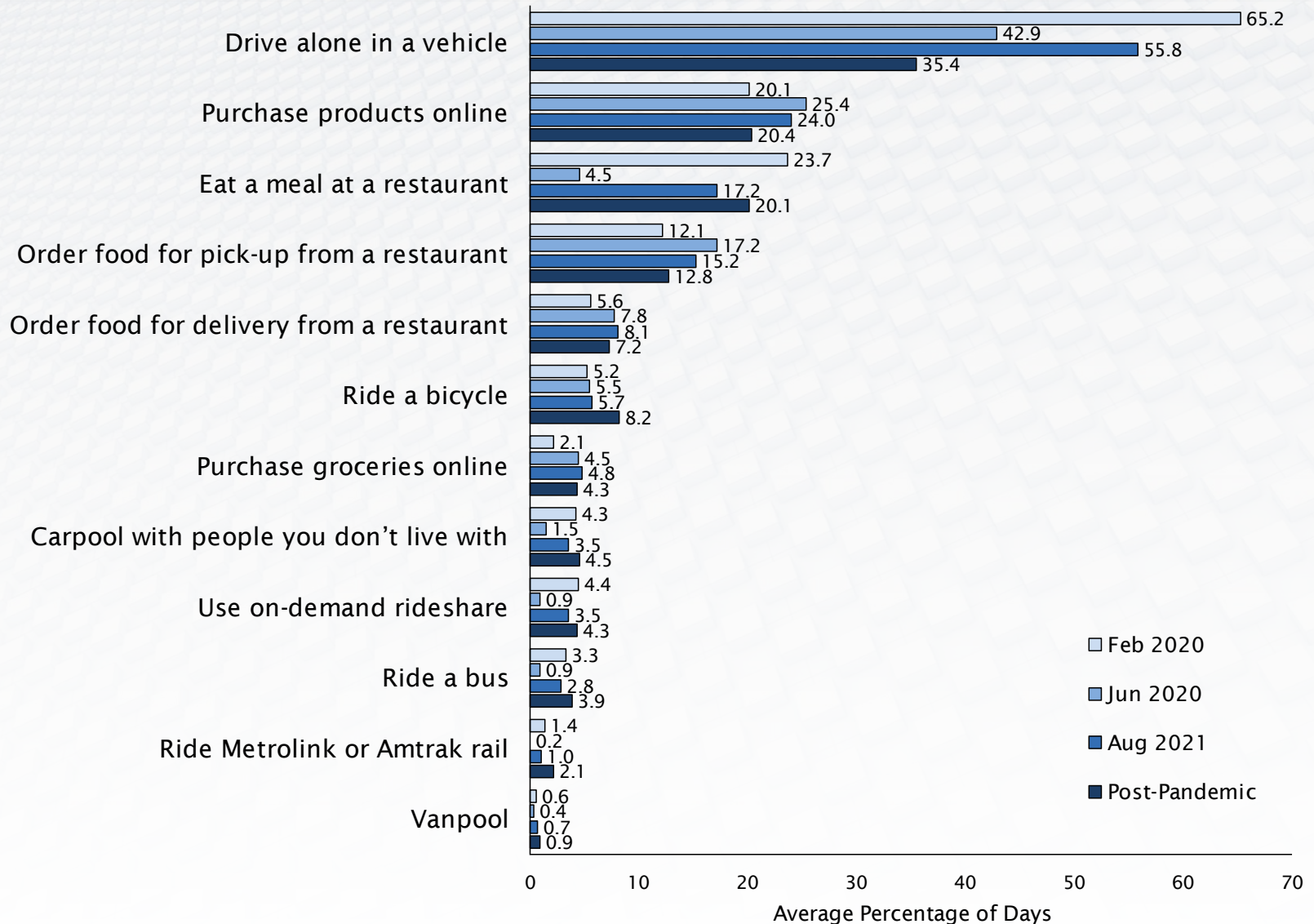
Telework Option by Occupation



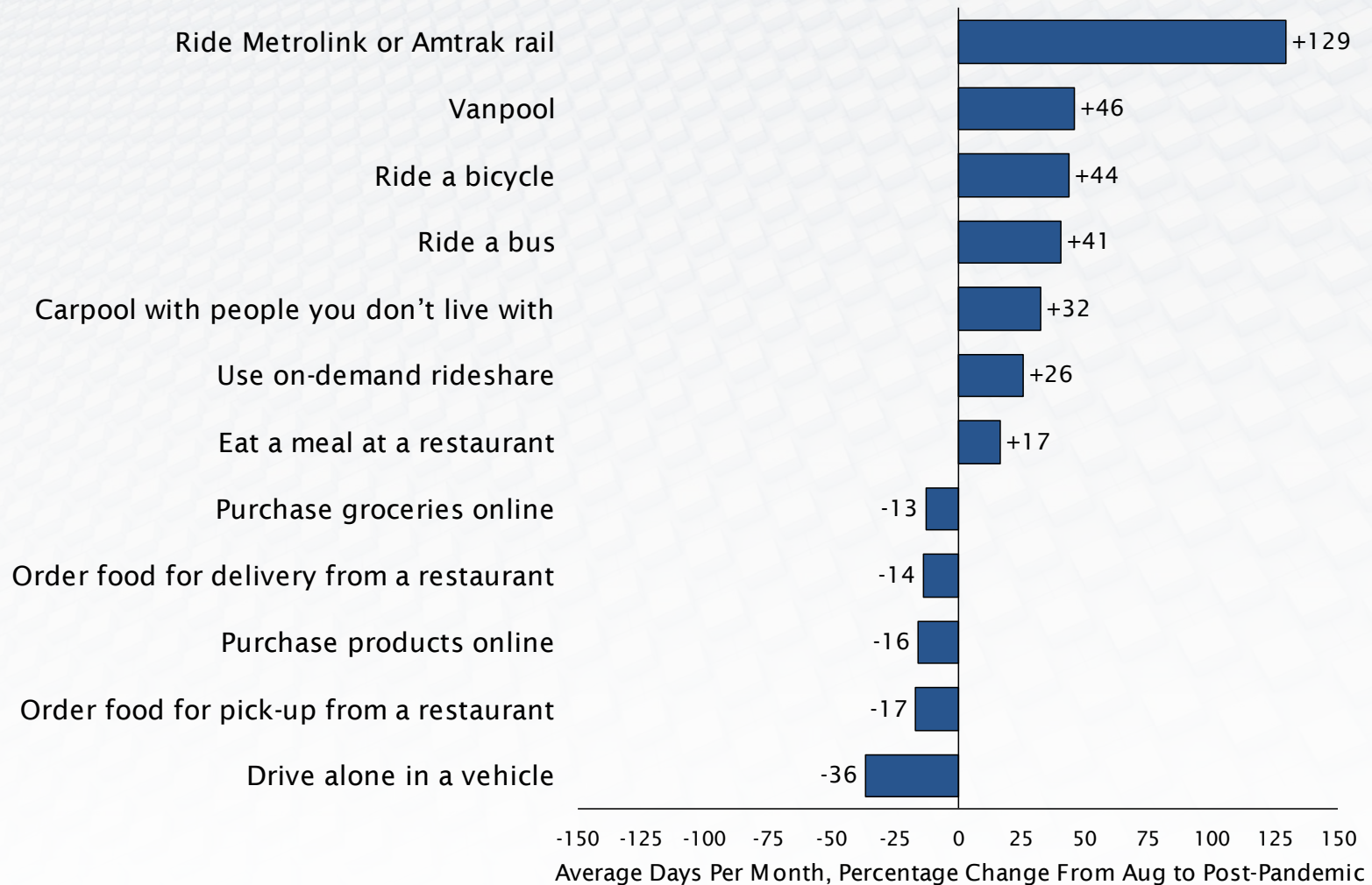
Impact of Working From Home



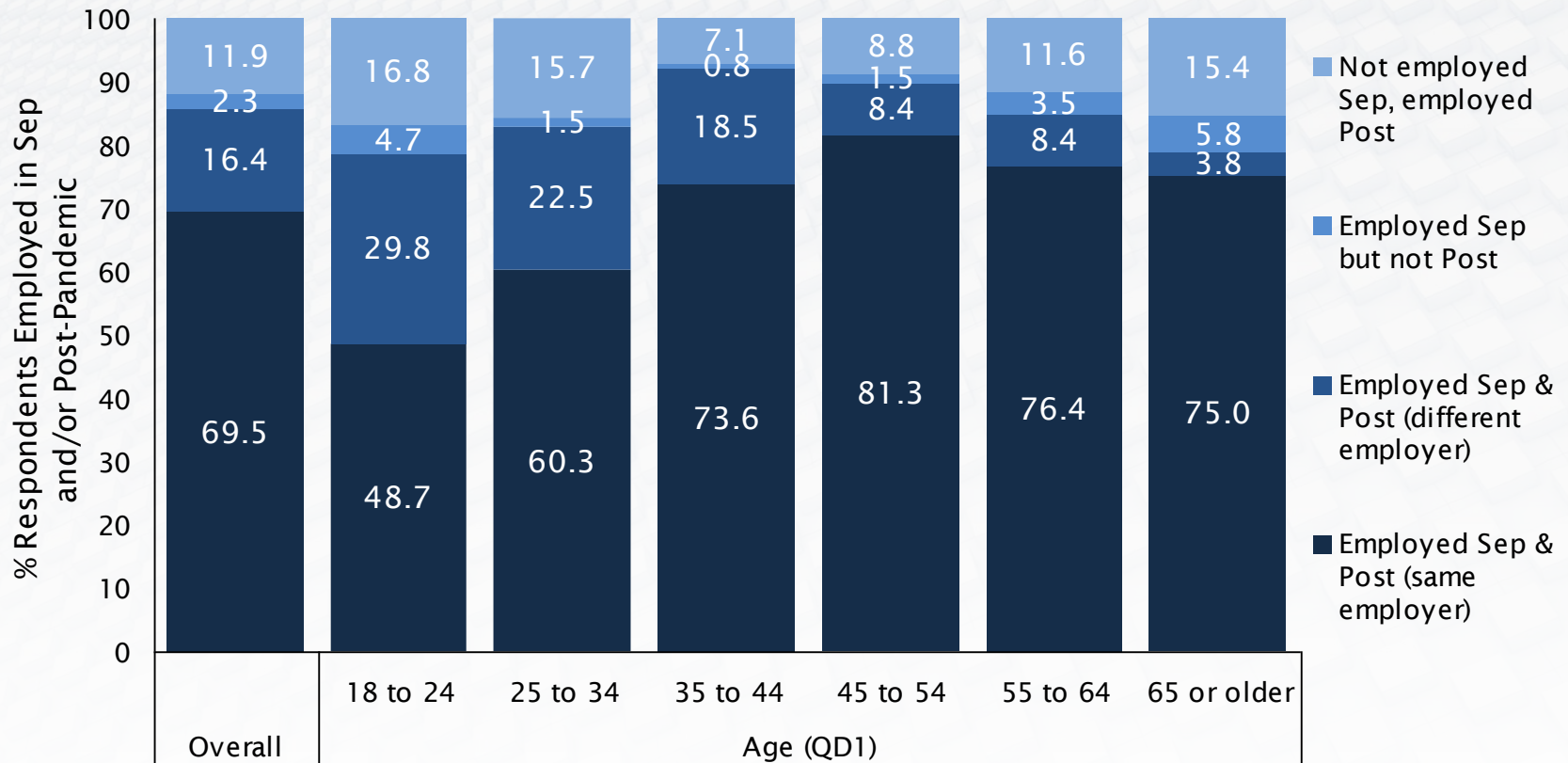
Percentage of Days Per Month Performing Activities



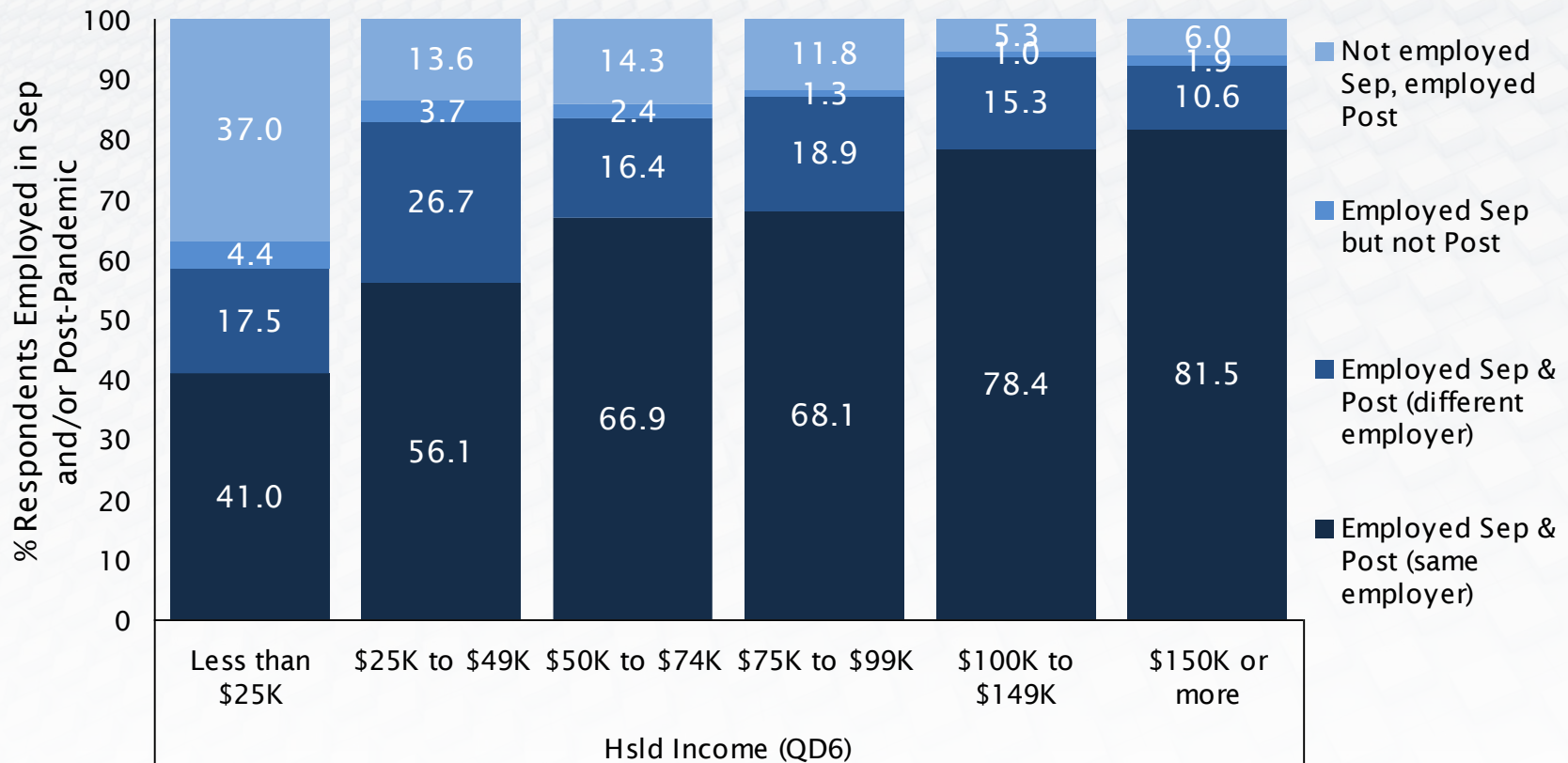
Percentage Change in Days Per Month Performing Activities: August 2021 vs Post-Pandemic



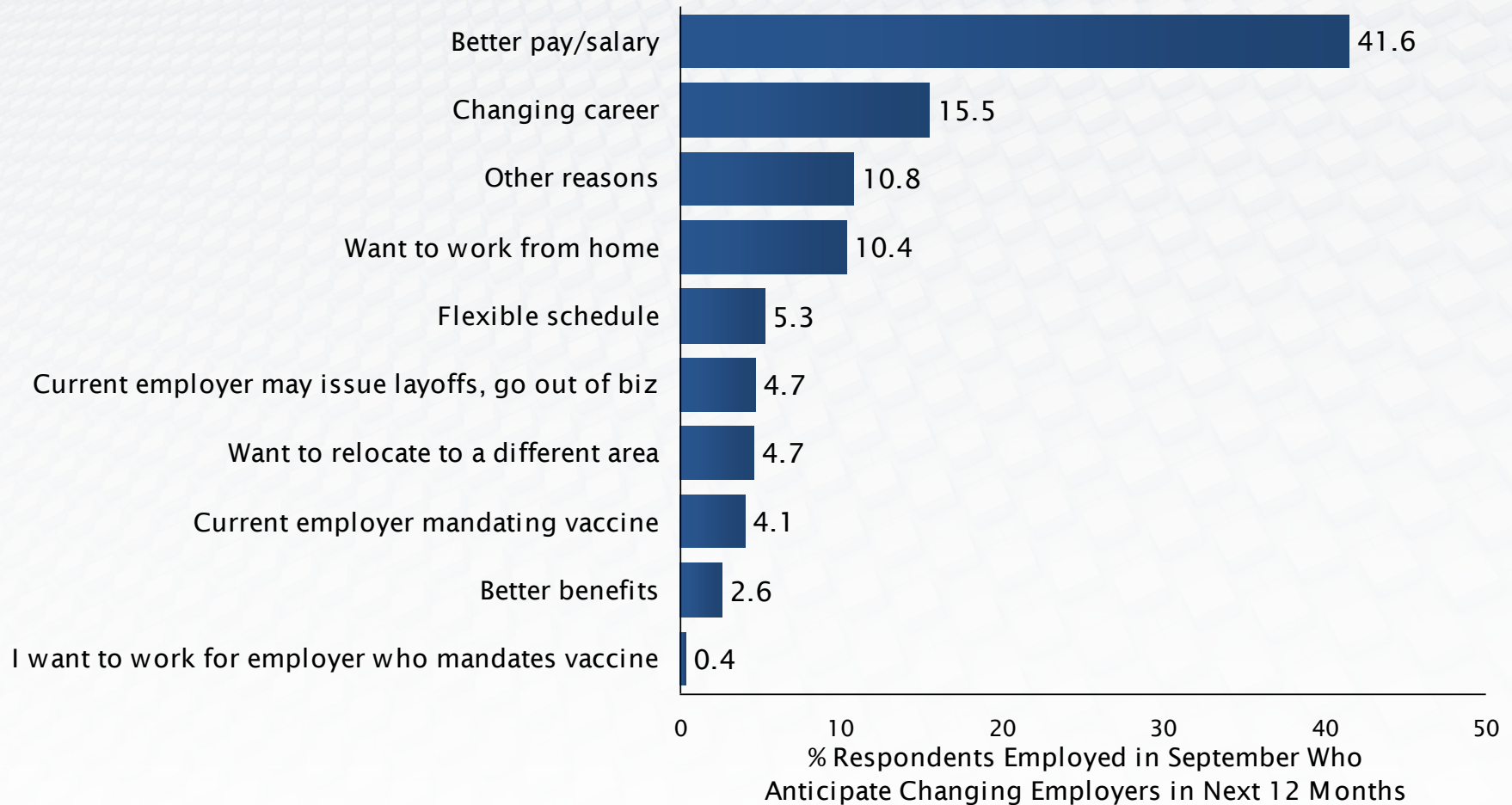
Change of Employers Next 12 Months



Change of Employers Next 12 Months by Household Income



Main Reason For Changing Employers



Key Takeaways

- **The COVID-19 pandemic had *dramatic* impacts on employment, working arrangements, and travel behavior in Orange County in early months**
 - Unemployment increased from 4 percent to 18 percent between February and June 2020.
 - Working from home increased from 0.76 days per week to 2.56 days per week for the *average* employee.
 - Working exclusively from home increased from 12 percent to 47 percent of employees.
 - Reductions in commute and non-work trips have resulted in large reductions in use of transit, active transportation, and rideshare.
 - Reductions in use of transit, active transportation, rideshare, and driving are occurring for a mix of reasons – higher unemployment, remote work, and fewer opportunities for non-work trips.

Key Takeaways (cont.)

- **Although the remote work tide has receded somewhat with vaccines and modified guidelines, it is expected to remain well above pre-pandemic levels**
 - The percentage of working from home 1+ days per week in September 2021 (48 percent) is well above pre-pandemic levels (23 percent), and is expected to remain above pre-pandemic levels even after the pandemic is over (44 percent).
 - The average number of days working from home in September 2021 (1.97) has more than double pre-pandemic levels (0.76), and expected to remain so (1.55) in the future.
 - Remote work is not evenly distributed by industry or occupation. White-collar professionals are far more likely than their blue-collar counterparts to have the option to work from home and do so.
 - On most dimensions, employees find remote work to be beneficial to their work experiences and their work-life balance.

Key Takeaways (cont.)

- **The trend back toward pre-pandemic commute, travel, activity patterns is expected to continue**
 - The percentage of employees driving alone to work increased to 60 percent in September 2021 and is expected to reach 69 percent once the pandemic is over (10 percent below pre-pandemic levels).
 - The percentage of employees who expect to commute by public transit, carpool or vanpool, active transportation, and other modes after the pandemic is over, is within 1 percent of pre-pandemic values.
 - Nearly all shopping, dining, and mode-use activities tested either returned to pre-pandemic levels by September 2021 or were expected to do so once the pandemic is over.
 - The notable exception is driving alone in a vehicle, which respondents expected to do less often post-pandemic.



December 6, 2021

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 2021 Update: Next 10 Delivery Plan

Overview

The Measure M2 Next 10 Delivery Plan aims to strategically deliver Measure M2 freeway, roadway, transit, and environmental projects through fiscal year 2030. A comprehensive review of the M2 Next 10 Delivery Plan was recently conducted to incorporate updates to the Measure M2 sales tax revenue forecast, external funding assumptions, and project cost estimates. As a result of this review, staff has prepared the 2021 update of the Measure M2 Next 10 Delivery Plan, which continues to ensure the realization of Measure M2 commitments, maintain fiscal sustainability, and strive to deliver transportation benefits early. The recommended updates are presented to the Board of Directors for review and approval.

Recommendations

- A. Adopt the 2021 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to monitor revenue and project cost shifts that could affect the delivery plan and return to the Board of Directors with changes if necessary.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one-half cent sales tax for a period of 30 years. The M2 Plan defines the general scope of the programs and projects that are to be delivered, which includes four primary elements: freeways, streets and roads, transit, and environmental programs. The M2 Plan summary page is included as Attachment A.

The Orange County Transportation Authority (OCTA) is committed to fulfilling the promises made to voters in the M2 Plan. This effort began with expedited delivery plans of M2 projects and programs. The delivery plans validate OCTA's ability to deliver the entire slate of M2 plan elements and outline a near-term work plan to promote effectiveness and efficiency. To date, the Board of Directors (Board) has adopted three delivery plans: Early Action Plan in 2007, M2020 Plan in 2012 (intended to go through 2020 but replaced in 2016 to address changes in M2 revenues), and the Next 10 Delivery Plan (Next 10 Plan) in 2016, which was last updated in 2020. The most recent Next 10 Plan spans fiscal year (FY) 2020-21 to FY 2029-30.

OCTA receives annual updates to the M2 sales tax revenue forecasts. On September 27, 2021, the 2021 M2 sales tax revenue forecast of \$13.2 billion was presented to the Board, which is a 13.8 percent, or a \$1.6 billion dollar increase from what was assumed in the 2020 Next 10 Plan. While the coronavirus (COVID-19) pandemic negatively impacted sales tax revenue through the first half of FY 2020-21, the second half of the FY showed tremendous growth as the Orange County economy began emerging from the pandemic. Though restaurants, gas stations, and brick and mortar retail continued to be impacted in FY 2020-21, the impacts were more than offset by increased online purchases and the benefit of collecting sales tax on out-of-state online purchases. As a result, sales tax collections for FY 2020-21 grew by 8.6 percent to \$345 million, which is the highest annual sales tax collection for M2. Future year annual growth rates are forecasted to average approximately 3.38 percent. While this forecast indicates recovery, the 30-year forecast is still \$200 million less than the pre-pandemic 2019 forecast.

OCTA also monitors construction market conditions key indicators to provide insight on potential construction cost drivers that could affect projects delivered within the Next 10 Plan timeframe. On October 11, 2021, the fall market conditions update was presented to the Board. The report indicated that OCTA may experience a high inflationary cost environment from 2022 through 2024.

Discussion

The Next 10 Plan, as well as prior delivery plans, were developed based on three fundamental principles: fulfill the commitment to voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. First, the annual review of the Next 10 Plan tests and validates whether the complete M2 Program can be delivered consistent with the commitments promised to voters. Second, financial analysis of the latest revenue forecast and project cost information ensures that the rate of expenditures is financially sustainable and that M2 can withstand economic fluctuations over the life of M2 through 2041. Third, the Next 10 Plan aims to implement projects and programs effectively and expeditiously so the public can realize the benefits of M2 as early as possible.

The 2021 update of the Next 10 Plan, included as Attachment B, incorporates the \$13.2 billion 2021 M2 revenue forecast, revised external revenue assumptions, and refined project estimates. Through this effort, OCTA is able to confirm that the M2 Plan remains deliverable, continue progress on near-term projects according to expedited schedules, and prepare additional projects for delivery while optimizing the level of debt financing. Additionally, prudent annual ending balances are maintained along with an economic uncertainties allowance. An M2 cash flow summary chart showing a positive ending balance through 2041 is included as Attachment C. Progress to date on the Next 10 Plan deliverables are included as Attachment D.

Looking to the future, sales tax revenues and market pressures will continue to fluctuate due to unpredictable changes in the economy. OCTA will also need to monitor and manage regulatory risks. However, these uncertainties do not alter the M2 project and program scopes. Some of the strategies that OCTA will continue to employ to uphold voter-commitments include using innovative project delivery methods, managing the scope and cost of remaining freeway projects in conjunction with the California Department of Transportation, working proactively with stakeholders and communities, continuing to closely monitor market conditions, and pursuing external grants to supplement M2 funds.

The following sections provide a brief overview of what is included in the 2021 Next 10 Plan.

Freeway Program

While the majority of M2 programs can be scaled as sales tax collections fluctuate, the M2 Freeway Program cannot, due to defined project scopes. The M2 Freeway Program consists of 13 projects listed in the M2 Plan, which have been subdivided into 30 project segments for delivery purposes.

The 2021 Next 10 Plan will continue the progress on the freeway projects advanced in the 2019 Next 10 Plan. As of June 2021, 13 project segments have been completed, four are in construction, and six are initiating design/readying for construction. The remaining seven project segments are currently in various stages of project development. With this progress, OCTA remains on track to complete 26 of the 30 freeway projects, effectively 86 percent of the M2 Freeway Program by FY 2029-30. This outcome fulfills the goal of delivering project benefits early, despite multiple extraordinary financial events that have affected M2 revenues. The 2021 Next 10 Plan also reviewed the four remaining M2 Freeway Program projects. These projects are planned to be delivered by 2041 and will be reevaluated annually as part of the Next 10 Plan for earlier delivery.

For the 2021 Next 10 Plan, two changes in financial assumptions merit additional attention.

- The 2021 Next 10 Plan reduces the amount of the planned single bond issuance in 2023 from \$575 million in the 2020 Next 10 Plan to \$200 million. This is due to the projected increase in M2 revenues and the refinement of project expense cash flows.
- The 2021 Next 10 Plan allows for economic uncertainty to account for the forecasted high inflationary cost environment in 2022, 2023, and 2024. Additionally, the updated sales tax revenue forecast also increases the long-term allowance for economic uncertainties, which provides additional security to weather economic fluctuations.

Included in the M2 Freeway Program is the Environmental Mitigation Program. OCTA has purchased seven mitigation properties and is addressing the balance of the freeway program mitigation needs through the restoration of 12 publicly owned properties. The 2021 Next 10 Plan accounts for the recurring costs for the management and support of the program, as well as an annual deposit of approximately \$2.9 million to fund a non-wasting endowment. The 2021 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually; the performance of the endowment fund may affect the timeframe for full funding. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28, and regular reports on the status of the endowment are provided to the Board as a standalone item.

Streets and Roads Program

The M2 streets and roads elements are programmatic and scale to available revenues. The M2 Streets and Roads Program includes three programs: Regional Capacity Program (RCP {Project O}), Regional Traffic Signal Synchronization Program (RTSSP {Project P}), and the Local Fair Share Program (Project Q). The RCP makes funding available on an annual basis as a resource to local agencies to address roadway bottlenecks and close gaps in the regional roadway network. The RTSSP provides ongoing funding support to ensure a network of 2,000 intersections across the County remain coordinated to minimize stop-and-go traffic. Lastly, the 2021 Next 10 Plan will continue to provide flexible funding to local jurisdictions to improve and maintain streets or other local transportation needs including bike trails, sidewalks, or community transit services. The assumptions for the funding of the three programs remain on a “pay-as-you-go” basis. This will ensure annual call for projects (call) for Project O and Project P, as well as a reliable, flexible funding source for local jurisdictions for transportation improvements through 2041.

Transit Program

The M2 Transit Program includes funding for Metrolink operations, station and infrastructure improvements (Project R), implementation of the OC Streetcar (Project S), expanded mobility for seniors and persons with disabilities (Project U), funding for community-based transit circulators (Project V), and enhanced passenger amenities for Orange County's busiest transit stops (Project W).

In March and November 2020, Metrolink implemented temporary service reductions due to COVID-19 impacts to ridership. When considering additional service changes, staff will review Metrolink ridership and future service level assumptions to be consistent with forecasts with the intention of sustaining M2 funds through 2041. The 2021 Next 10 Plan cash flow assumes that OCTA can restore service to near pre-pandemic levels as early as FY 2022-23. Restoration of some service is anticipated to begin in early 2022. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Another recent impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente. In September 2021, a failing slope severely degraded the railroad track structure. OCTA owns the railroad right-of-way in the affected area, and through an agreement Metrolink operates and maintains the railroad on behalf of OCTA. Metrolink has performed the majority of the emergency repair work with contract forces on behalf of OCTA. These repairs are being funded from the commuter rail fund, which is where allocated M2 funds for Project R are transferred. More enduring treatments are in the early stage of planning to ensure the stability of the tracks in this area. Future updates to the plan will need to consider the financial implications of the additional track improvement needs.

Project S funds the capital and long-term operating cost of the OC Streetcar, which is slated for completion within the Next 10 Plan timeframe. As a requirement of the federal funding/full funding grant agreement and normal project delivery due diligence, OCTA has been working with the Federal Transit Administration to conduct a comprehensive project risk, cost, and schedule assessment. The results of this effort are anticipated to be presented to the Transit Committee on December 9, 2021, and to the Board on December 13, 2021. The increase in anticipated M2 revenues additional federal formula funds and one time federal New Starts supplemental funding allow OCTA to handle potential cost increases for capital delivery of Project S. In addition, the amount of funding through 2041 for any future extensions to Metrolink will increase from approximately \$625 million in the 2020 Next 10 Plan to approximately \$738 million for capital and operating expenses.

Project U is made up of three programs: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program. While all three programs adjust to available revenue, the Fare Stabilization Program requires a minimum level of funding. This presented a challenge because that minimum level of funding did not contemplate significant decreases in sales tax revenues. As such, OCTA proactively addressed this requirement with an early amendment to the M2 Ordinance to provide additional funding by transferring the savings from completed transit projects to this program. The 2021 M2 Next 10 Plan projects adequate and stable funding for these programs for the duration of the M2 program.

Both Project V and Project W are funded on a pay-as-you-go basis. Although many Project V services remain suspended due to COVID-19, OCTA continues to communicate with cities to support services as they reinitiate and help preserve grant funds. Through Project W, OCTA will continue to have the capacity to invest in amenities at the County's busiest transit stops for the duration of the M2 program.

Environmental Cleanup Program

The Environmental Cleanup Program (ECP) also adjusts to available revenues and is funded on a pay-as-you-go basis. ECP projects prevent the flow of trash and debris into waterways. The 2021 Next 10 Plan assumes continued commitment to annual water quality spot-improvement grants. Funding for larger scale, system-level improvements are assumed to occur in 2024, with future grant opportunities based on project success, local jurisdiction interest, and detailed cash flow analysis.

Key Risks and Actions to Protect M2 Delivery

While the M2 Program continues to demonstrate financial stability, OCTA remains cognizant and continues to monitor delivery risks. A table of risks is included on pages six through eight in Attachment B, with of the two key risks highlighted below.

- **Funding** – While the 2021 sales tax revenue forecast of \$13.2 billion is good news, it is still \$200 million less than the pre-pandemic 2019 sales tax revenue forecast. Coupled with the high inflationary cost environment forecasted for 2022 through 2024, a significant amount of risk remains as increases in expenses could net out the forecasted increase in revenues. Current external funding commitments are assumed in the M2 cash flow for the 2021 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to future state funding opportunities for the M2 Freeway Program. These

policies are more suited for the advancement of transit projects where OCTA has more flexibility in defining the scale of project scopes. However, external funding opportunities for transit capital projects are contingent on defined project scopes. Future updates of the Next 10 Plan may include these projects and are dependent on progress of project development activities. In addition, emerging federal policies are in development. The recently passed Infrastructure Investment and Jobs Act of 2021 bill includes funding programs that will infuse a significant amount of federal dollars into transportation improvements which could support highway projects and reduce some risk for sales tax revenue fluctuations in the near term.

- **Regulatory Risks** – Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, such as travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. The majority of M2 freeway projects, where this risk could manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery.

Updated revenue assumptions and commitments result in a delivery plan that ensures the M2 promises to voters are upheld. This balanced plan not only allows OCTA to maintain current commitments but will also allow OCTA to weather reasonable changes to cost or revenues in the future while reducing reliance on debt financing.

Summary

Staff has reviewed and updated the Next 10 Plan with the \$13.2 billion forecast, revised external funding, and refined project costs. Strategic financial decisions to date result in a delivery plan that fulfills OCTA's commitment to the voters of Orange County. The 2021 updated Next 10 Plan is presented for Board review and approval.

Attachments

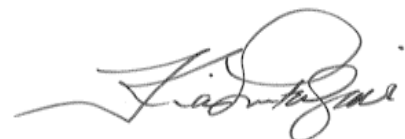
- A. Measure M Investment Summary
- B. 2021 Update, Next 10 Delivery Plan, 2021-2030, Draft
- C. 2021 Updated Next 10 Delivery Plan, Measure M2 Program Cash Balance
- D. 2021 Updated Next 10 Delivery Plan, Progress on Deliverables

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Measure M Investment Summary

| LOCATION | | PROJECTS | COSTS 2005 estimates in millions | |
|---|---|----------|--|-------------------|
| Freeway Projects (in millions) | | | | \$4,871.1 |
| I-5 | Santa Ana Freeway Interchange Improvements | A | \$470.0 | |
| I-5 | Santa Ana/San Diego Freeway Improvements | B C D | 1,185.2 | |
| SR-22 | Garden Grove Freeway Access Improvements | E | 120.0 | |
| SR-55 | Costa Mesa Freeway Improvements | F | 366.0 | |
| SR-57 | Orange Freeway Improvements | G | 258.7 | |
| SR-91 | Riverside Freeway Improvements | H I J | 908.7* | |
| I-405 | San Diego Freeway Improvements | K L | 1,392.5* | |
| I-605 | Freeway Access Improvements | M | 20.0 | |
| All | Freeway Service Patrol | N | 150.0 | |
| Streets & Roads Projects (in millions) | | | | \$3,625.0 |
| | Regional Capacity Program | O | \$1,132.8 | |
| | Regional Traffic Signal Synchronization Program | P | 453.1 | |
| | Local Fair Share Program | Q | 2,039.1 | |
| Transit Projects (in millions) | | | | \$2,832.0 |
| | High Frequency Metrolink Service | R | \$1,129.8* | |
| | Transit Extensions to Metrolink | S | 1,000.0 | |
| | Metrolink Gateways | T | 57.9* | |
| | Expand Mobility Choices for Seniors and Persons with Disabilities | U | 392.8* | |
| | Community Based Transit/Circulators | V | 226.5 | |
| | Safe Transit Stops | W | 25.0 | |
| Environmental Cleanup (in millions) | | | | \$237.2 |
| | Clean Up Highway and Street Runoff that Pollutes Beaches | X | \$237.2 | |
| Taxpayer Safeguards and Audits (in millions) | | | | \$296.6 |
| | Collect Sales Taxes (State charges required by law) | | \$178.0 | |
| | Oversight and Annual Audits | | 118.6 | |
| Total (2005 dollars in millions) | | | | \$11,861.9 |

*Asterisk notes project estimates that have been amended since 2006.

2021
UPDATE

NEXT 10

DELIVERY PLAN

2021-2030
DRAFT



DECEMBER 2021



On December 13, 2021, the Orange County Transportation Authority Board of Directors (Board) will consider the adoption of the Draft 2021 Updated Next 10 Delivery Plan (Next 10 Plan). Per Board approval on December 14, 2020, the timeframe of the Next 10 Plan was shifted from fiscal year (FY) 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30. As such, original commitments have been reviewed and adjusted accordingly. The Draft 2021 Updated Next 10 Plan also incorporates refined project information, including cost estimates, schedules, and available external funding.

Printed December 2021

**For the latest version of the Next 10 Plan,
including any edits or corrections,
please visit: www.octa.net/Next10**

**For status updates on M2 projects and programs,
including quarterly progress reports,
please visit: www.octa.net/m2**

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2021
UPDATE

NEXT 10

DELIVERY PLAN

Introduction

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2021 UPDATE **NEXT 10** **DELIVERY PLAN**

Introduction

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. Voters initially endorsed Measure M (M1) in 1990 with a sunset in 2011. With the approval of Renewed Measure M2 (M2), the voters agreed to a continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

Since M2 (also branded externally as OC Go) approval, the Orange County Transportation Authority (OCTA) Board of Directors (Board) has continued to pursue the expeditious implementation of M2 through the adoption of a series of early delivery plans. These early delivery plans are designed to ensure the delivery of all projects and programs as promised to the voters. The goal is to bring transportation improvements to Orange County residents and commuters earlier, and as appropriate, address changes in sales tax revenue projections through strategic financing and augmenting the M2 Program with external revenue. To date, there have been three early delivery plans: Early Action Plan (EAP) adopted in 2007, M2020 Plan adopted in 2012 (intended to go through 2020), and the Next 10 Delivery Plan (Next 10 Plan) adopted on November 14, 2016. Due to changes in sales tax revenue projections, the M2020 Plan was replaced after four years with the Next 10 Plan that covered fiscal year (FY) 2016-17 through FY 2025-26. In December 2020, the Board approved a shift of the Next 10 Plan timeframe to span FY 2020-21 through FY 2029-30. See the M2 Timeline on the following page.

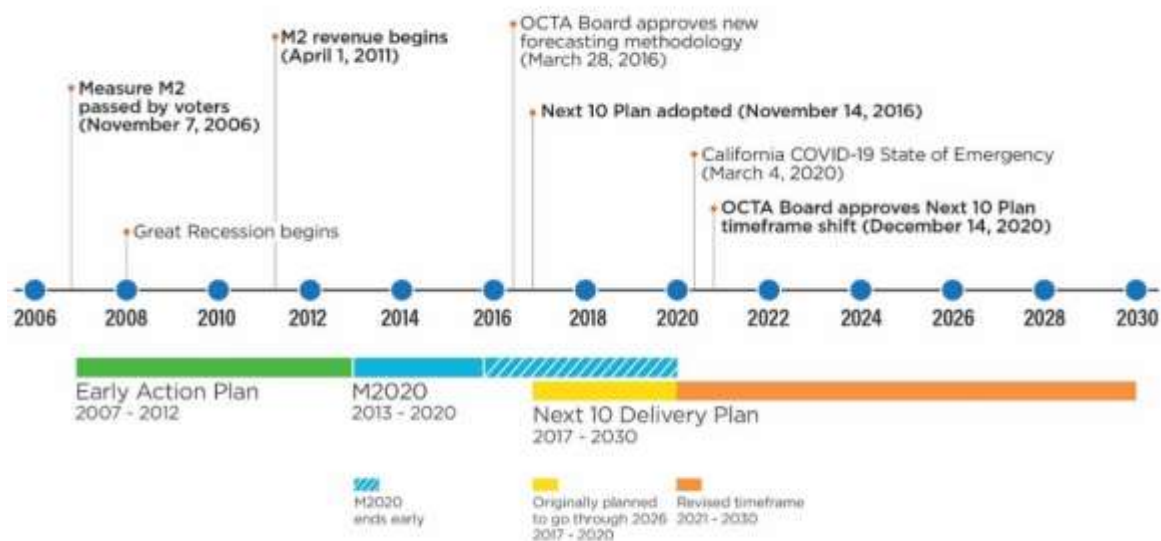
To ensure and reconfirm the ability to deliver the Next 10 Plan, annual reviews and updates have incorporated changes in sales tax revenue forecast assumptions, external revenue, and project cost and schedule refinement.

A summary of the adopted plans and annual updates of the base assumptions follow:

- The 2016 Next 10 Plan set M2 project and program priorities based on a revenue forecast of \$14.2 billion through 2041. The Next 10 Plan revenues were augmented by net excess 91 Express Lanes revenue, in an amount not to exceed the project costs for two eligible projects on State Route 91 (SR-91) - Project I between State Route 57 (SR-57) and State Route 55 (SR-55) and Project J between State Route 241 (SR-241) and the Riverside County line. Net Excess 91 Express Lanes revenue is designated to improvements on the 91 Corridor.

- The 2017 update incorporated a revised \$13.5 billion revenue forecast and required bonding adjustments and inclusion of the full amount of eligible excess 91 Express Lanes revenue. The update also designated Project I as one of the priority projects for advancement and included plans to initiate construction by 2026.
- The 2018 update incorporated a revised \$13.1 billion revenue forecast. The impact of the lower forecast was offset by an early \$300 million increase in captured external revenue. The update also responded to construction market concerns of potential project cost increases in the freeway program by incorporating a program level line item for economic uncertainty to ensure OCTA could weather fluctuations in M2 revenue receipts. The 2018 update anticipated up to four bond issuances during the Next 10 Plan period to accommodate market changes if necessary.
- The 2019 update incorporated a revised \$13.4 billion revenue forecast, which was the first increase in the M2 forecast since 2014. The increase was driven by the growing economy and the implementation of the Wayfair decision in California. The Wayfair decision required internet sellers to collect sales tax for out-of-state transactions and remit the revenues to the state. As a result of this decision, increased sales tax receipt assumptions were incorporated in the short-term forecast provided by MuniServices, LLC, which increased the overall long-term forecast.
- The 2020 update incorporated a revised \$11.6 billion revenue forecast, the lowest since M2 inception. The substantial decrease was driven by uncertainties regarding the economic impacts of the coronavirus (COVID-19) pandemic. The update also shifted the timeframe from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning and adjusted commitments as appropriate. This update revised the bonding assumptions to maintain progress on near-term projects and prepare additional projects for delivery.

M2 Timeline



2021 Review

While the COVID-19 pandemic negatively impacted sales tax revenue through the first half of FY 2020-21, the second half of the FY showed tremendous growth as the Orange County economy began emerging from the pandemic. Though restaurants, gas stations, and brick and mortar retail continued to be impacted in FY 2020-21, the impacts were more than offset by increased online purchases and the benefit of collecting sales tax on out-of-state online purchases, made possible by the Wayfair decision. As a result, sales tax collections for FY 2020-21 grew by 8.6 percent to \$345 million, which is the highest annual sales tax collection for M2. Based on the strong sales tax growth in FY 2020-21 coupled with more optimistic near-term economic recovery, the 2021 sales tax revenue forecast for M2 is \$13.2 billion. The revised forecast was presented to the Board on September 27, 2021 and represents a \$1.6 billion gross increase from what was assumed in the prior year's forecast.

Staff has reviewed and updated the cash flow for the complete M2 plan of projects and programs. The 2021 update incorporates the higher M2 sales tax revenue forecast, current programmed external revenues, revised bonding assumptions, and refined project cost estimates. Through this process, staff has confirmed that the M2 Program remains deliverable.

Next 10 Plan Delivery Risks

While the M2 Program continues to demonstrate financial viability, OCTA remains cognizant of the delivery risks of M2 projects and programs. A table of identified risks are included on pages 6 through 8 with two key risks highlighted below.

Funding – While the 2021 sales tax revenue forecast of \$13.2 billion is good news, it is still \$200 million less than the pre-pandemic 2019 sales tax revenue forecast. Coupled with the high inflationary cost environment forecasted for 2022 through 2024, a significant amount of risk remains as increases in expenses could net out the forecasted increase in revenues. In addition, state and federal transportation policies continue to shift, which could reduce access to future external funding opportunities for the M2 Freeway Program. Current external funding commitments are assumed in the M2 cash flow for the 2021 Next 10 Plan, but prospects of future revenues for highway projects are low. This is because current state policies favor projects that reduce automobile travel. These policies are more suited to the advancement of transit projects where OCTA has more flexibility in defining the scale the scope of the projects. However, external funding for transit capital projects are contingent on defined project scopes. Future updates of the Next 10 Plan may include these projects and are dependent on progress of project development activities.

Regulatory Risks – Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, such as travel by transit, bicycling or walking, and use

of zero-emission vehicles. These requirements will affect the project environmental review process. The majority of M2 freeway projects, where this risk could manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery.

A summary table of the risks, explanations, and suggested management actions are identified on the following pages and are tracked and reported in the M2 Quarterly Progress Reports presented to the Board, following each fiscal year quarter.

| Risk | | Explanation | Action |
|-----------|--|---|---|
| | Low | | Moderate |
| Financial | | | |
| 1 | The 2021 M2 revenue forecast is \$13.2 billion, which is a \$1.6 billion (13.8 percent) year-over-year increase from the 2020 forecast. While this is good news, it is still \$200 million less than the pre-pandemic 2019 M2 sales tax forecast. Major swings in future revenue projections may further challenge delivery. | Sales tax revenues were impacted by the Great Recession and the COVID-19 pandemic. Changes in consumer spending habits and the 2018 Wayfair decision have impacted sales tax revenues. | The higher 2021 forecast provides a positive change; however, staff will continue to monitor sales tax revenue actuals and review the Next 10 Plan annually to ensure delivery of M2 as promised to voters. |
| 2 | Reduced external funding opportunities for the M2 freeway program. | State and federal priorities continue to shift and favor projects that reduce automobile travel, which limits future external funding opportunities for the M2 freeway projects. | Only adopted external funding commitments are assumed in the M2 cash flow for the 2021 Next 10 Plan, which combined with 91 Express Lane and M2 revenues, shows there is adequate financial capacity to deliver the freeway program. |
| 3 | Potential for an environment of increasing cost as M2 capital projects are readied for construction. | The fall 2021 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment from 2022 through 2024. This is driven by increases in construction wages, building permits, and construction materials. | To further protect against potential cost increases in the M2 Freeway Program, an 11 percent expense line item has been incorporated in the 2021 M2 cash flow at the program level for an economic uncertainty allowance. The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs. |

| Risk | | Explanation | Action |
|----------|---|---|---|
| 4 | Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments. | The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered. | OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs. |
| 5 | Schedule and scope changes on capital projects that impact delivery and project costs. | Changes as a result of updated highway standards or issues identified in the field regularly impact scope, schedule, and costs. | OCTA will work closely with project partners and project contractors to manage changes in scope and schedules. |
| 6 | Sustain Metrolink train service as an attractive alternative to driving in Orange County within the limits of available revenue. | Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented. COVID-19 has introduced new risks as ridership and revenue has been greatly impacted in Orange County. | In September 2020, Metrolink adopted a Recovery Plan Framework to ensure the safety of passengers and employees and restore service in a post-COVID-19 environment. Metrolink has received approximately \$92 million in federal COVID-19 relief funds which alleviates some concerns in the near-term. OCTA will continue to work closely with Metrolink and member agencies to minimize cost increases, scale service levels to demand, while seeking external revenue. |
| Resource | | | |
| 7 | Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program. | The economic impacts of COVID-19 and its effects on unemployment may change the availability of key talent. If shortages continue, project delivery costs could rise but if additional labor resources are available, it may temper costs and reduce delivery risk. | OCTA will monitor impacts of COVID-19 on the labor market as well as contractor reported COVID-19 cases. Expert and timely coordination between OCTA and project partners is imperative to manage this risk. |

| Risk | Explanation | Action |
|--|--|---|
| <p>8</p> <p>New operational responsibilities with the OC Streetcar.</p> | <p>With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.</p> | <p>To ensure 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.</p> |
| Regulatory | | |
| <p>9</p> <p>Changing federal and state directives could affect M2 freeway project approvals.</p> | <p>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.</p> | <p>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</p> |

Guiding Principles

During the development of the EAP, guiding principles were established that set direction for staff on establishing priorities for freeway project acceleration. These guiding principles continue to instruct us today and were used to identify projects to recommend moving from the environmentally cleared/shelf-ready list to early funding through construction.

- Project Readiness
- Congestion Relief and Demand
- External Funding Availability
- Public Opinion and Support
- Project Sequencing and Connectivity
- Project Duration

Progress on Next 10 Plan Deliverables

Significant M2 Program accomplishments and progress have been made since 2007. The Next 10 Plan is based on ten deliverables intended to provide guidance on program and project delivery efforts during the ten-year period from FY 2020-21 through FY 2029-30.

Freeways

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

Status:

The M2 Freeway Program is currently made up of 30 projects/project segments. Deliverable 1 includes 14 projects to be delivered through construction by FY 2029-30 as reflected in the table below. These projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. On January 6, 2021, the Interstate 5 (I-5) project between SR-55 and SR-57 was completed. The remaining 13 projects included in Deliverable 1 are various stages of design or construction. See Appendix for a table of the completed projects.

| Completed | | Construction Complete | Cost |
|------------------------|--|------------------------------|-------------|
| 1. Project A | I-5 between SR-55 and SR-57 | 2021 | \$39.4 |
| In Construction | | Construction Complete | Cost |
| 2. Project C, D | I-5 between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange | 2025 | \$195.8 |
| 3. Project C, D | I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange | 2023 | \$203.1 |
| 4. Project C | I-5 between Alicia Parkway and El Toro Road | 2024 | \$165.9 |
| Project C, D | I-5 between SR-73 and El Toro Road Landscaping | 2026 | \$12.4 |
| 5. Project K | Interstate 405 (I-405) between SR-73 and Interstate 605 (I-605) | 2024 | \$1,560.2 |
| In Design | | Construction Complete | Cost |
| 6. Project B | I-5 between Yale Avenue and SR-55 | 2028 | \$200.4 |
| 7. Project F | SR-55 between I-405 and I-5 | 2026 | \$503.2 |
| 8. Project I | SR-91 between SR-55 and Lakeview Avenue | 2027 | \$100.9 |
| 9. Project I | SR-91 between La Palma Avenue and SR-55 | 2028 | \$208.4 |
| 10. Project I | SR-91 between Acacia Street and La Palma Avenue | 2028 | \$116.2 |

| In Design | | Construction Complete | Cost |
|---------------------|---|-----------------------|------------------|
| 11. Project M | I-605 Katella Avenue Interchange | 2025 | \$29.0 |
| In Environmental | | Construction Complete | Cost |
| 12. Project B | I-5 between I-405 and Yale Avenue | 2029 | \$230.5 |
| 13. Project F | SR-55 between I-5 and SR-91 | 2029 | \$131.3 |
| 14. Project G | SR-57 Northbound from Orangewood Avenue to Katella Avenue | 2027 | \$71.8 |
| Deliverable 1 Total | | | \$3,768.5 |

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

Status: The four remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2030, making them shelf-ready for future advancement. These projects have specific reasons related to the application of the guiding principles that require additional time prior to these projects being recommended for advancement, which are described within the respective project status sections. They will continue to be reevaluated for earlier delivery as the Next 10 Plan is reviewed annually.

| Remaining Projects | | Environmentally Clear Shelf-Ready | Cost |
|-------------------------------------|--|-----------------------------------|----------------------------|
| 1. Project D | I-5 El Toro Road Interchange | 2022 | \$120.5 ¹ |
| 2. Project G | SR-57 Northbound from Lambert Road to Tonner Canyon Road | 2025 | \$213.9 ¹ |
| 3. Project J | SR-91 between SR-241 and Interstate 15 (I-15) | 2030 | \$300.0 ¹ |
| 4. Project L | I-405 between I-5 and SR-55 | 2018 | \$262.4 |
| Remaining M2 Freeway Projects Total | | | \$896.8² |

¹ These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

² The total will be revised once the three remaining projects (projects D, G, and J) complete environmental clearance and have a selected project alternative.

Streets and Roads

- 3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system, synchronize signals (Project O and P) and continue flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs, as appropriate (Project Q).**

Status: As of June 2021, OCTA has awarded approximately \$455.6 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) through annual calls for projects (call). Additionally, \$512.9 million in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

Transit

- 4. Maintain Metrolink service and complete rail station improvements (Project R).**

Status: The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, compared to 54 daily trains operated prior to COVID-19. Metrolink is gradually adding service back based on projections of ridership growth. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements, such as the Anaheim Canyon Metrolink Station improvement project, which began construction in May 2021.

A recent impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente. In September 2021, tidal surges along with a failing slope severely degraded the railroad track structure. OCTA owns the railroad right-of-way (ROW) in the affected area. Metrolink has performed the majority of the emergency repair work with contract forces on behalf of OCTA. These repairs are being funded from the commuter rail fund. More enduring treatments are in the early stage of planning to ensure the stability of the tracks in this area. Future updates to the Next 10 Plan will need to consider the financial implications of the additional track improvement needs.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include construction of the tracks, installation of rail and overhead poles, communication with third parties on utility relocation, and continued coordination with the Federal Transit Administration. Other significant activities include construction of the maintenance and storage facility. OCTA has also issued a limited notice to proceed for the operations and maintenance contract. The first seven cars are in the final stages of equipping and the last car is in final assembly. Construction is anticipated to be complete in 2023.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since its inception, approximately \$91.7 million³ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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).

Status: Since its inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. The most recent Project V call was programmed by the OCTA Board on April 13, 2020. As of June 2021, ten projects are active, 13 have been cancelled (primarily due to low ridership), nine are suspended or not initiated as a result of the COVID-19 pandemic, and three have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and

³Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the state of emergency or the agency resumes transportation services, whichever occurs first.

cooperative agreement amendments to fine-tune this program and facilitate successful project implementation, especially in light of the COVID-19 pandemic.

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

Status: Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. To date, 43 improvements have been completed, 69 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

Environmental

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

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

OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of June 30, 2021, the endowment balance was \$19,181,289, and performed above original projections due to higher investment earnings and lower fees.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$27 million in funding for 189 Tier 1 projects through ten calls and \$27.9 million for 22 Tier 2 projects through two calls.

Oversight and Safeguards

Ordinance No. 3 (M2 Ordinance) includes taxpayer safeguards to ensure accountable and transparent delivery of M2. The 2021 Next 10 Plan has been prepared in addition to the full oversight and regular reporting promised to the voters. Progress on implementing the Next 10 Plan is included in M2 Quarterly Progress Reports that are prepared for the Board. These reports are included on the OCTA website, as well as other means, to ensure accessibility and transparency of the information. Contact information for the OCTA staff member responsible for each program or project is included.

Additionally, as specified in the M2 Ordinance, Section 10, there will be three performance assessments conducted during the Next 10 Plan time period. Performance assessments are to be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA efforts in satisfying the provisions and requirements of the M2 Plan and M2 Ordinance. These assessments will take place during 2021, 2024, and 2027. The 2021 performance assessment is currently underway with a final report anticipated to be completed in the spring of 2022.

Also included in the M2 Ordinance, Section 11, is a ten-year comprehensive review of M2 programs and projects, which will be initiated during the Next 10 Plan time period. 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 FY 2014-15. A second review is planned to take place in FY 2024-25 (or sooner if warranted) and will determine the basis for setting the direction of future refinements to the M2 Plan. The ten-year review includes a comprehensive review of all projects and programs implemented under the M2 Plan to evaluate the performance of the overall program and may result in revisions to further improve performance.

Sustainable Communities Strategy

It is important to note that M2 also supports and enhances the ability of OCTA to support the regional Sustainable Communities Strategy in Orange County. M2 projects and programs are part of a larger suite of transportation improvements included in the 30-year M2 Plan. More than 50 percent of M2 funds are intended to fulfill transit, system optimization, enhanced environmental elements and infrastructure preservation goals. In addition, the funding eligibility criteria encourages local agencies to consider accommodations for transit and non-motorized transportation.

M2 was publicly reviewed through a Program Environmental Impact Report (EIR) prior to voters approving the ballot measure in November 2006. Since 2008, the M2 Program has been included in the Regional Transportation Plans, Sustainable Communities Strategies, and the associated Program EIR prepared by the Southern California Association of Governments.

In addition to funding freeway improvements, the M2 Program dedicates funding for many transit and local street improvement projects. These include improvements such as:

- New transit connections between major Orange County activity areas that reduce the need for short automobile trips;
- Enhanced convenience and reliability for bus services and Metrolink commuter rail to encourage transit as a dependable commute option;
- Local funding for development of multimodal corridors and roadway preservation that improves the quality of mobility for all users; and
- Signal synchronization on 750 miles of roadways throughout Orange County to reduce congestion and tailpipe emissions.

The M2 freeway EMP has preserved 1,300 acres of wild lands that will be converted to the Preserves to enhance connectivity and wildlife movement between existing conservation areas - such as the Cleveland National Forest, the Chino Hills State Park, and the Irvine Ranch Conservancy lands - and to coastal areas. Furthermore, the program also provides critical habitat for endangered or listed species. Additionally, since M2 inception, the ECP has funded over 200 projects totaling over \$55 million to treat storm water runoff and help keep waterways and beaches clean in Orange County. The aforementioned transit, local streets, and environmental programs collectively contribute to and enhance the quality of life, as well as provide a sustainable future, and an efficient transportation system that benefits the region.

Brief summaries of the specific programs are listed below.

- ✓ Projects A through N – Freeway improvements and Freeway Service Patrol (FSP) to provide emission reductions through congestion relief.
- ✓ Projects O and P – Signal synchronization and street improvements that provide emission reductions through congestion relief and flexibility to accommodate bike and pedestrian project elements as appropriate.

- ✓ Project Q – Local funding for city-selected transportation projects that provide for preservation of the streets and roads system and includes bike, pedestrian, water quality, and transit enhancements as eligible expenditures.
- ✓ Project R – Expanded Metrolink train capacity including improvements to stations and parking to improve transit reliability and convenience and reduce reliance on highways while also supporting potential transit-oriented development.
- ✓ Project S – Transit extensions to improve access between Metrolink stations and residential/employment centers and provide an alternative to driving.
- ✓ Project T – Station improvements to connect to planned future High-Speed Rail services.
- ✓ Project U – Sustain mobility choices for seniors and persons with disabilities and provides an alternative to driving.
- ✓ Project V – Community-based circulators to complement regional transit services with local communities and provides an alternative to driving.
- ✓ Project W – Transit stop improvements to support transfers between major bus lines and support the implementation of mobile ticketing to ensure ease of fare purchase and convenience for bus passengers.
- ✓ Project X – Water quality improvement programs/projects to meet federal Clean Water Act standards for urban runoff, and augment required mitigations.
- ✓ Freeway Mitigation Program – Natural resource protection strategy to provide for more comprehensive mitigation of environmental impacts from M2 freeway improvements.

Updated Next 10 Plan Funding Assumptions

Funding assumptions are included in the 2021 Next 10 Plan. The revenue assumptions incorporate the latest 2021 M2 sales tax revenue forecast of \$13.2 billion and prior commitments in programmed local, state, and federal external revenues.

Projected revenues and expenses are merged into a high-level cash flow model. To support project delivery schedules in the Freeway Program, bond assumptions are also included. With the increase in the revenue forecast as well as refined project costs, bond assumptions remain at one planned issuance in 2023, however, the amount anticipated has been reduced significantly. The 2021 Next 10 Plan assumes a single \$200 million bond issuance, which is 65 percent less than the 2020 estimated bond amount of \$575 million. Additional bonding capacity is available should it be needed, as OCTA's debt coverage ratios are well above the allowable amount of 1.3x. The minimum forecasted debt coverage ratio during the Next 10 Plan timeframe is 5.9x in 2023. This offers significant financial protection against unforeseen economic changes and unanticipated project delivery challenges. The appendix on page 103 includes a more detailed discussion on assumed revenues, costs, and debt service.

For the 2021 Next 10 Plan review and update, forecasted revenues and costs through 2041 were tested. This effort was conducted to ensure the complete M2 Program could be delivered consistent with commitments provided to the voters as part of M2 approval in November 2006. The M2 expenditure plan includes the freeway project cash flow requirements that is based on the assumed project delivery schedules and programmatic items which adjust according to available revenues.

Funding for the freeway mode assumes \$8.6 billion in total revenue, with costs for the same period totaling \$8.5 billion. To date, OCTA has been very successful in capturing external funding to offset the reduction in sales tax revenue. The long-term M2 freeway plan relies on the total receipt of approximately \$1.7 billion in state and federal revenues. Additionally, the program includes \$692 million in net excess 91 Express Lanes revenue and \$695 million in bond proceeds.

As a result of the higher forecasted sales tax, the freeway program net sales tax revenue through 2041 increased by approximately \$602 million compared to the 2020 Next 10 Plan. In addition, each project in the freeway program was reviewed and cost estimates updated. With the majority of the projects now either nearing completion of the environmental phase or in design, project cost estimates have a higher level of engineering and are therefore better defined. Project cost refinements resulted in a net increase of approximately \$54.1 million. The increase in projected revenue and relatively small increase in project costs allowed for more conservative bonding assumptions. The reduction in size of the bond provides significant savings to the freeway program. The 2021 Next 10 Plan includes an allowance for economic uncertainties in the freeway mode for 2022, 2003, and 2024 in light of inflationary pressures on the construction projects and additional allowances for economic uncertainty between FY 2027-28 and FY 2040-41. As noted earlier, there is additional bonding capacity available should the freeway program require additional revenue to support project expenses.

Funding for the streets and roads mode assumes \$4.8 billion in total revenue, with costs for the same period totaling \$4.8 billion. The expenditures within the Streets and Roads Program are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. The Streets and Roads Program relies on approximately \$619 million in external revenues (state, federal, and local) primarily for the OC Bridges grade separation projects, the majority of which has been received. More detailed program assumptions for the Streets and Roads Program can be found in the Appendix on page 106.

For the transit mode, \$3.6 billion in total revenue is assumed, with costs for the same period totaling \$3.6 billion. The majority of projects within the Transit Program are scaled to available revenue with the exception of Project U's Fare Stabilization Program. The M2 Ordinance specifically requires that the Fare Stabilization Program subsidize fares for seniors and persons with disabilities to the extent of maintaining the reduced fare rate effective on July 24, 2006, through FY 2040-41. While this program is not scalable, it remains solvent due to OCTA's proactive amendment to the M2 Ordinance. The remaining transit mode programs are assumed on a pay-as-you-go basis. The funding

for the transit mode assumes the total receipt of \$407.1 million in local, state, and federal revenues. This number is inclusive of \$148.96 million in Federal New Starts and \$25.52 million in State Cap-and-Trade revenues to partially fund the OC Streetcar project. More detailed program assumptions for the Transit Program can be found in the Appendix on page 107.

The ECP assumes \$263.6 million in total revenue, with costs for the same period totaling \$247.6 million. The expenditures within the ECP can be scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. More detailed program assumptions for the ECP can be found in the Appendix on page 107.

With careful management of the projects and use of financial resources, the full scope of the M2 Program through 2041 can be delivered as promised.

Funding and Financing

The Board's vision in developing the EAP created a great opportunity for the M2 Program. While the economy took a significant downturn due to the 2008 Great Recession, OCTA advanced projects years before revenue became available. Projects were accelerated, making them shelf-ready. This allowed OCTA to capture significant one-time external funding provided through State Proposition 1B and the American Recovery and Reinvestment Act. Using the revised forecasting methodology implemented in March 2016, and applying it to the latest economic and revenue information, the 2021 M2 sales tax revenue forecast is \$13.2 billion.

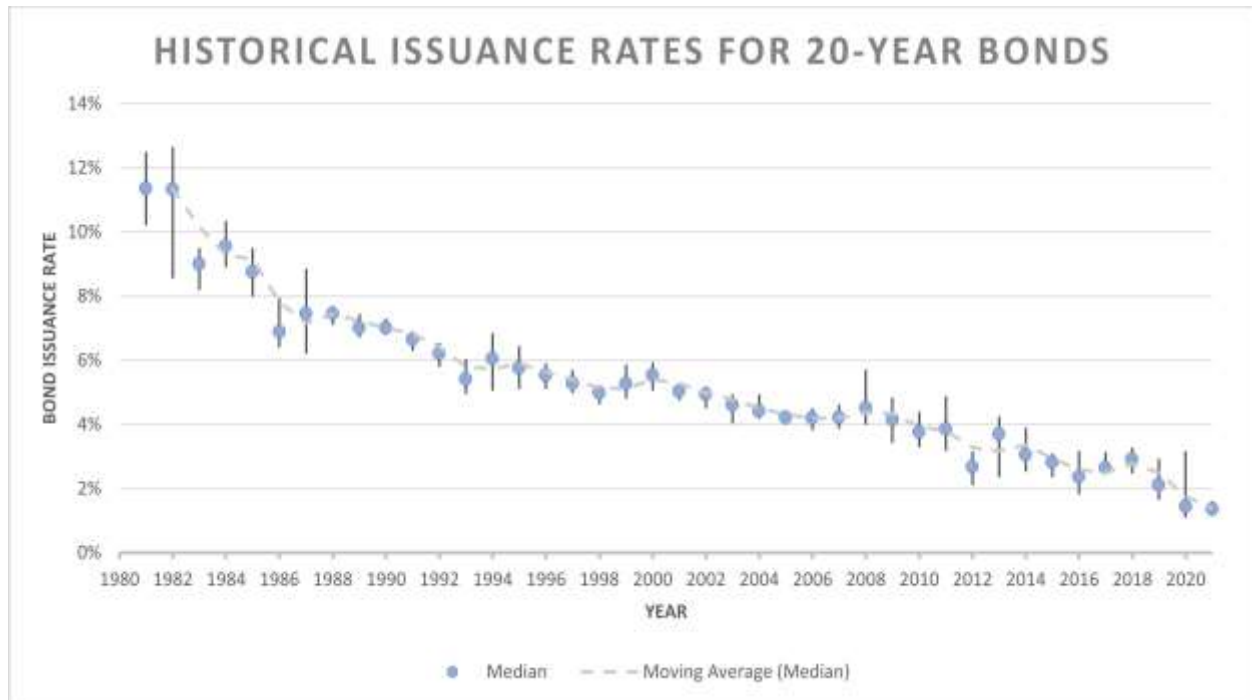
When it comes to the bidding environment, OCTA significantly benefited during the recession by capitalizing on a low-cost environment with early project development and acceleration. When the M2020 Plan was adopted in late 2012, staff reported that freeway construction bids were consistently coming in between ten to 20 percent below engineers' estimates. Since that time, engineers estimates have been updated to reflect the competitive market and as a result the construction bids are coming in closer to the estimates and some cases the bids have exceeded estimates.

In the 2020 update of the Next 10 Plan, there was one bond issuance anticipated in 2023. This year's update maintains one bond issuance in 2023; however, the amount has decreased from approximately \$575 million to \$200 million. The update also continues to maintain prudent annual ending balances and an economic uncertainties allowance, which provides continued financial stability in the event of additional financial fluctuations.

Pay-as-you-go project funding is identified in the M2 Ordinance as the preferred method of financing, while bond financing is an option that is within the purview of the Board. It takes many years to bring projects to fruition therefore it is prudent to maintain current project schedules to deliver M2 congestion relief benefits earlier.

Although the current cost of debt remains low making use of financing more attractive, only one debt issuance is planned through 2041 to deliver the remaining program of

projects promised to the voters. Current 20-year bond rates have slightly increased from last year from 1.17 percent to 1.29 percent. Although short-term rates have fallen as well, long-term rates remain near all-time lows of 1.15 percent, thus maintaining a relatively “flat” yield curve, allowing OCTA to take advantage of attractive mid- and long-term rates if and when needed. See the graph below showing historical issuance rates of 20-year bonds.



OCTA has a strong track record of successfully delivering projects by utilizing bond financing, as seen in M1, as well as M2, under the EAP and M2020 Plan. The updated Next 10 Plan anticipates bond financing for the Freeway Program as a means to deliver the freeway projects early bringing relief to commuters sooner.

Future Outlook

As noted in the Risks section starting on page 6, major capital work is underway in the Southern California region that may impact OCTA's ability to secure resources needed for future project and program delivery. Competition for available resources for capital projects has increased with the major capital work currently underway in Los Angeles, Riverside, and San Bernardino counties. For future projects going forward, engineers, ROW experts, skilled labor, and materials will be in higher demand.

In September 2017, the Board was presented with a Market Conditions Forecast and Risk Analysis report conducted by economists Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council (OCBC). The result of this engagement was development of an analysis tool that provides general indications of near term construction cost pressures. The Board directed staff to continue to work with OCBC to monitor and track key early warning indicators and provide OCTA information on changes to the risk factors and potential cost impacts.

In October 2021, OCBC provided an updated forecast to the Board for 2022 through 2024. OCBC tracked relevant market data and indicators, performed analytics, and incorporated this analysis to provide OCTA with a range of potential cost fluctuations through the use of an Infrastructure Construction Cost Pressure Index (ICCPi). The ICCPi incorporates a detailed trend analysis of building permits, unemployment rates, localized labor costs, material costs and general economic conditions.

| ICCPi Range of Cost Fluctuations | | | |
|----------------------------------|-------------|--------------|------------|
| Index Score | Low | Midpoint | High |
| 0 | -17 Percent | -9.5 Percent | -2 Percent |
| 1 | -2 Percent | -0.5 Percent | 1 Percent |
| 2 | 1 Percent | 1.5 Percent | 2 Percent |
| 3 | 2 Percent | 4 Percent | 6 Percent |
| 4 | 6 Percent | 8.5 Percent | 11 Percent |
| 5 | 11 Percent | 25.5 Percent | 40 Percent |

From 2022 through 2024, OCBC is forecasting that OCTA may experience a high inflation cost environment ranging six to 11 percent. The updated forecast points to more volatile market conditions as cost pressures have increased in the most recent data available. Major drivers include increases in building permits and, by correlation, the cost of materials. From 2018 through 2020, building permits in the State declined, but that trend has reversed and there was a sharp increase in 2021. Also, in previous updates, the pattern of material prices had been mixed. More recent data reflect a more uniform trend of all material prices increasing due partly to market disruptions and those impacts to many industries as well as overall demand. Another factor that contributes to these inflationary pressures is unemployment. The prior forecast captured the sharp increase in unemployment due to the COVID-19 pandemic starting in 2020, which has since declined, pointing to a potential additional cost pressure in the future.

| OCBC Orange County Transportation ICCPI Score, 2022-2024 | | |
|--|-------------|---------------------------|
| Year | Index Score | Range of Cost Fluctuation |
| 2022 | 4 | 6 percent to 11 percent |
| 2023 | 4 | 6 percent to 11 percent |
| 2024 | 4 | 6 percent to 11 percent |

As in prior forecasts and especially with COVID-19, OCBC indicates that OCTA will also need to be aware and ready to respond to cost pressures that cannot be modeled. Examples of such forces include:

- Pent up demand may continue to drive costs higher,
- Shifting regulatory environment due to COVID-19, and
- Future potential economic shutdowns related to COVID-19 spread and other variants.

To mitigate cost pressures, OCTA's Project Controls Department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls' cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA's cost estimates have included a three percent escalation, which, on average during this timeframe, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 percent for construction escalation, as well as incorporating contingency based on the project type and complexity, is staff's best estimate using industry standards on cost estimating. Additionally, to further protect against potential cost increases in our freeway capital program, staff incorporated an 11 percent program level expense line item in the cash flow for an economic uncertainty allowance.

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2021
UPDATE

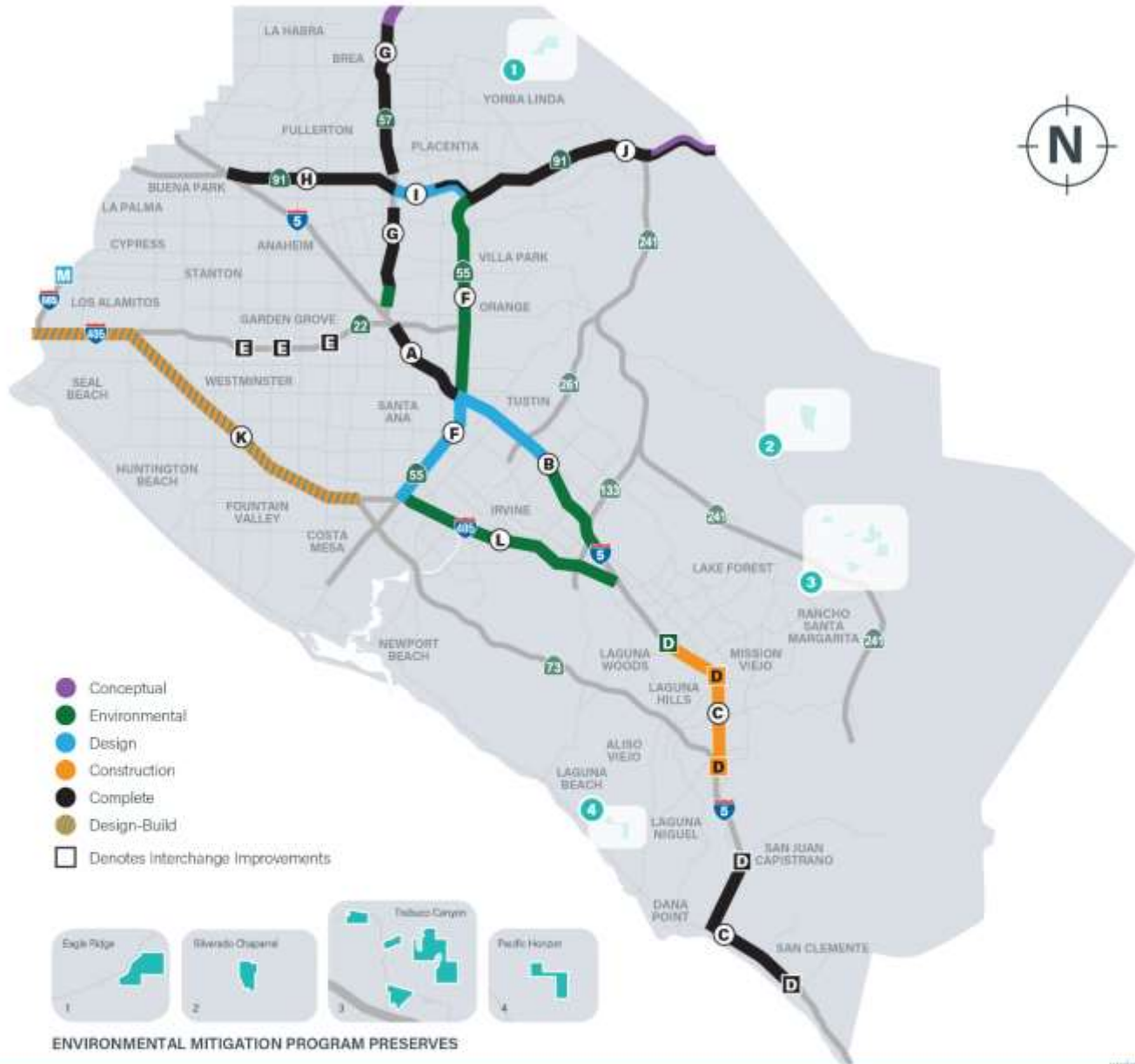
NEXT 10

DELIVERY PLAN

Freeway Program

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OC GO FREEWAY PROGRAM



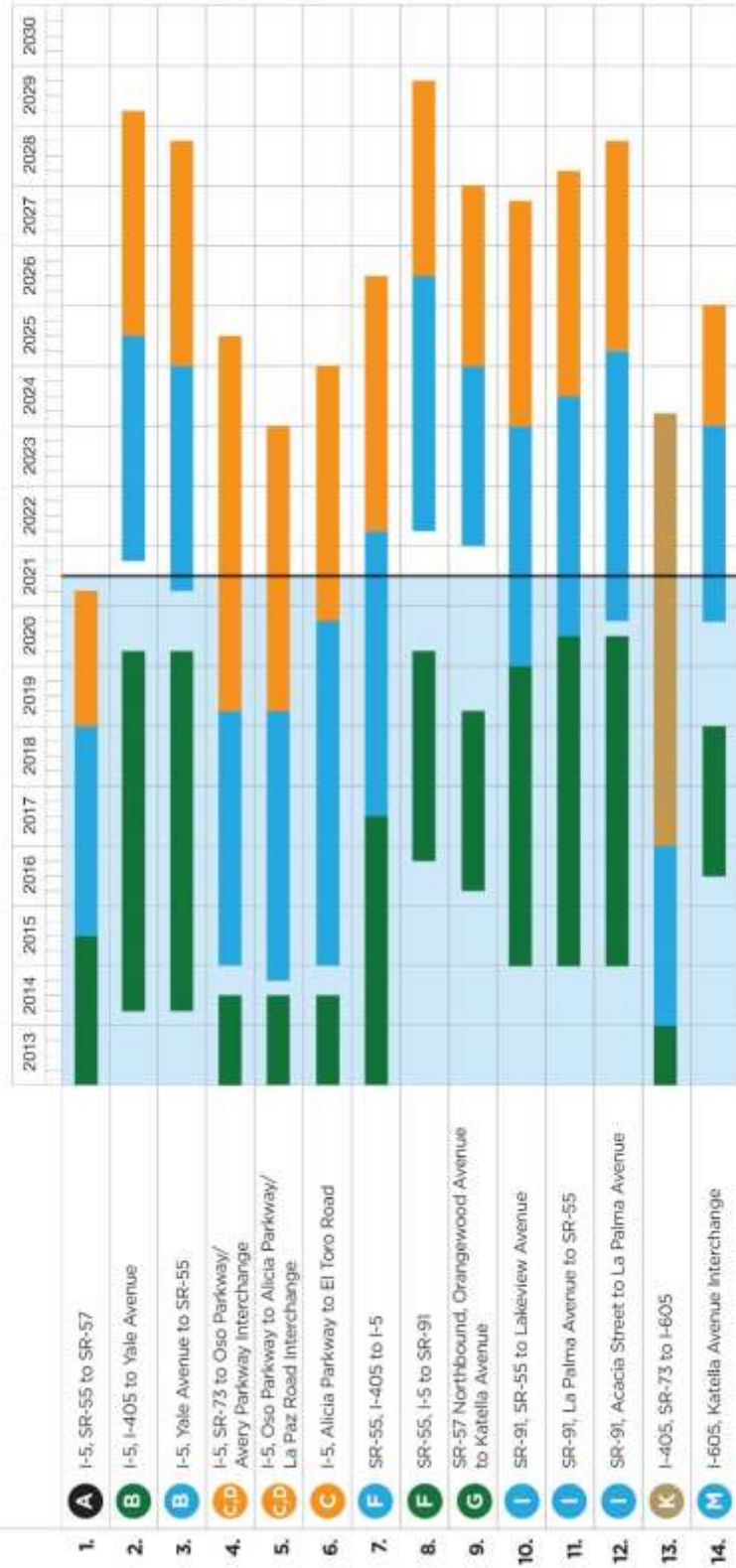
updated 9.03.21

- A** I-5 (SR-55 to SR-57)
- B** I-5 (I-405 to SR-55)
- C D** I-5 (Avenida Pico to San Juan Creek Road)
- C D** I-5 (SR-73 to El Toro Road)
- D** I-5/Ortega Highway Interchange Improvements
- D** I-5/El Toro Road Interchange Improvements
- E** SR-22 Access Improvements
- F** SR-55 (I-405 to I-5)
- F** SR-55 (I-5 to SR-91)
- G** SR-57 NB (Orangewood Avenue to Katella Avenue)
- G** SR-57 NB (Katella Avenue to Lincoln Avenue)
- G** SR-57 NB (Orangethorpe Avenue to Lambert Road)
- G** SR-57 NB (Lambert Road to County Line)
- H** SR-91 WB (I-5 to SR-57)

- I** SR-91 (SR-57 to SR-55)
- I** SR-91 WB (Tustin Avenue to SR-55)
- J** SR-91 (SR-55 to SR-71)
- J** SR-91 (SR-241 to I-15)*
- K** I-405 (SR-73 to I-605)
- L** I-405 (I-5 to SR-55)
- M** I-605/Katella Avenue Interchange Improvements
- N** Freeway Service Patrol (not mapped)
- A-M** Environmental Mitigation Program
 - 1,300 acres of permanent open space
 - 12 restoration projects totaling nearly 350 acres (not mapped)

*Project environmentally reviewed as part of the Riverside County Transportation Commission's Corridor Improvement Project. Additional studies needed prior to construction.

OC Go Freeway Projects Through Construction



Please note that schedules are updated as of June 30, 2021. Shown schedules are subject to change.

OC Go Freeway Projects Through Environmental Phase/Shelf Ready



Schedule for I-5, El Toro Road Interchange is updated as of June 30, 2021. Projected and active project schedules are subject to change.

The Next 10 Plan provides direction through 2030. Schedules and revenues will be reviewed annually. The Board will adopt an updated delivery plan to provide direction on further advancement as appropriate.

*Project environmentally reviewed as part of the Riverside County Transportation Commission's Corridor Improvement Project. Additional studies needed prior to construction.

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Freeway Program



Overview:

The Freeway Program accounts for 43 percent of the M2 Program. Over the life of M2, approximately \$5.4 billion is expected to be generated in sales tax revenues for freeway Projects A-N (not including the five percent of net revenues apportioned to the EMP). Improving Orange County freeways is a major investment of the M2 Program.

To ensure delivery of the Freeway Program, the Next 10 Plan includes the following framework:

- Relieve congestion.
- Deliver projects using the guiding principles.
- Work with Caltrans to deliver cost-effective projects.
- Manage project scopes and schedule to reduce cost escalation risk.

Next 10 Plan Deliverables:

When M2 originally passed, 13 freeway projects were highlighted in the M2 Transportation Investment Plan. Since then, these projects have been segmented into 30 projects or project segments. Prior to FY 2020-21, 12 projects or project segments have been completed. Significant progress of the freeway program is included in the Next 10 Plan deliverable goals through 2030:

1. Deliver construction of 14 freeway projects or project segments: six along I-5, one along I-405, two along SR-55, three along SR-91, one along SR-57, and one at the I-605 Interchange (Projects A, B, C, C/D, F, G, I, K, and M.).
2. Prepare the remaining four project segments for delivery. This includes one on I-405, SR-91, and SR-57; and one interchange project at I-5 El Toro Road (Projects D, G, J and L).

A. I-5 (SR-55 to SR-57)

Description:

Project A reduced freeway congestion by adding a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions on I-5 between SR-55 and SR-57. The project was generally constructed within the existing ROW.

Cost:

\$39.37 million.

Status:

All lanes opened to traffic in August 2020. Construction was completed in January 2021.

Present Day:

The current daily traffic volume on this segment of I-5 is about 380,000 vehicles and is severely congested. Traffic volumes are expected to increase nearly seven percent by 2035, bringing it up to 406,000 vehicles per day. The HOV lanes experience more congestion in the peak period than the

adjacent general-purpose lanes, underscoring the need to add HOV capacity on this freeway segment.

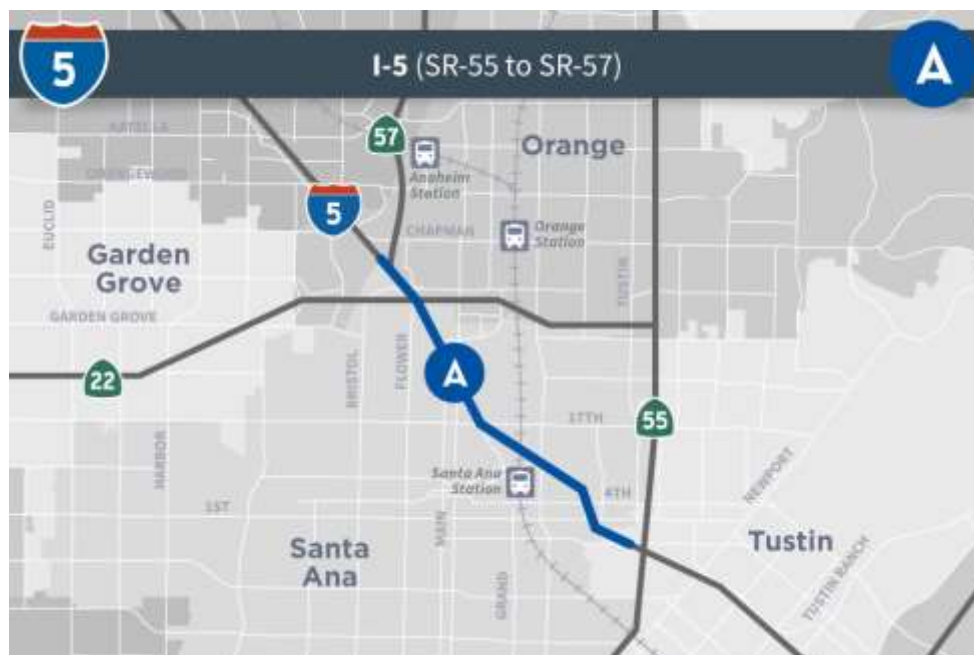
Benefits:

This project increased the capacity of the HOV facility on I-5 in Santa Ana to meet traffic demands and eliminate bottlenecks. Improvements were needed to accommodate HOV traffic from both the SR-55/I-5 and SR-57/I-5 direct HOV connectors.

Originally considered under this project, the extension of the auxiliary lane from southbound I-5 to southbound SR-55 through the McFadden Avenue exit ramp on SR-55 to Edinger Avenue, was instead studied as part of SR-55 Project F.

External Funding:

The Board has approved \$36.19 million in federal funds to support this project.



A. I-5 (SR-55 to SR-57)

Risks:

No risk to project delivery as the project is complete.

Related Projects:

Projects B and F.

Other Involved Agencies:

California Transportation Commission (CTC), Caltrans, City of Santa Ana, Federal Highways Administration (FHWA), and Southern California Regional Rail Authority.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

B. I-5 (I-405 to SR-55)

Description:

Project B will increase I-5 freeway capacity and reduce congestion by constructing new northbound and southbound general-purpose lanes and improving key interchanges in the area between SR-55 and State Route 133 (SR-133) (near the El Toro “Y”). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Santa Ana, and Tustin, and north Orange County. The project will generally be constructed within the existing ROW. The project is divided into two segments as described below.

Segment 1: This project will add one general-purpose lane in each direction between I-405 and Yale Avenue (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to increase freeway capacity and improve traffic operations in the Irvine area.

Segment 2: This project will add one general-purpose lane in each direction between Yale Avenue and SR-55 (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to increase freeway capacity and improve traffic operations in Irvine and Tustin areas.

Cost:

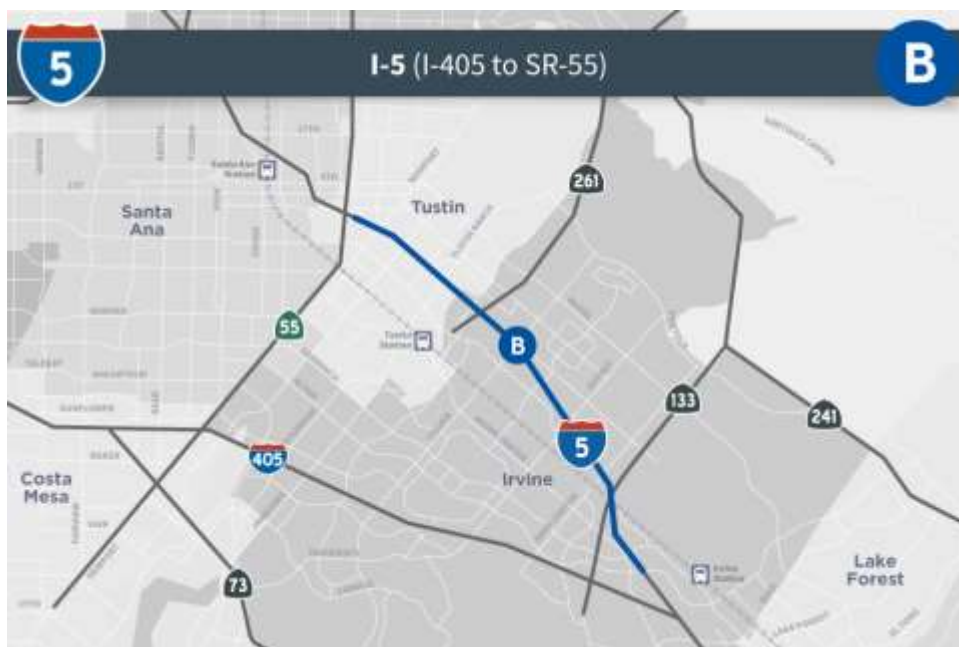
Segment 1: \$230.48 million (YOE).

Segment 2: \$200.44 million (YOE).

Status:

The environmental phase for both segments was completed in January 2020.

Segment 1: The project was advertised for design services in December 2020, and the Board approved a design consultant in May 2021. Final design is anticipated to begin in fall 2021.



B. I-5 (I-405 to SR-55)

Segment 2: The project was advertised for design services in June 2020 and the Board approved a design consultant in November 2020. Final design began in May 2021.

Present Day:

The current traffic volume on this segment of I-5 is about 358,000 vehicles per day and is expected to increase by nearly 16 percent by 2035, bringing it up to 416,000 vehicles per day.

Benefits:

Project improvements would alleviate congestion and reduce delay.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$52.36 million in federal funds and \$128.73 million (of which \$95.34 million is assumed to carry over from the 2020 STIP to the 2022 STIP) in state funds.

Segment 2: \$33.38 million in federal funds.

Risks:

Overall time, scope, and costs risks are high with this project due to tight ROW and the need for design variations.

Related Projects:

Projects A and F.

Other Involved Agencies:

Caltrans, cities of Irvine and Tustin, and FHWA.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

C. I-5 (SR-73 to El Toro Road includes Avery Parkway and La Paz Road Interchanges)

Description:

Project C will add new lanes to I-5 from El Toro Road in the City of Lake Forest to the vicinity of SR-73 in the cities of Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, and Mission Viejo. Improvements include continuous HOV access completion and major improvements at the Avery Parkway and La Paz Road interchanges, as part of Project D. The project will generally be constructed within the existing ROW. This project is divided into three segments as described below.

Segment 1: This project from SR-73 to Oso Parkway will add one general-purpose lane (approximately 2.2 miles) in both directions between SR-73 and Oso Creek, reconstruct Avery Parkway interchange, and add auxiliary lanes where needed to increase freeway capacity and reduce congestion in Laguna Niguel and Mission Viejo areas.

Segment 2: This project from Oso Parkway to Alicia Parkway will add one general-purpose lane (approximately 2.6 miles) in both directions between Oso Creek and Alicia Parkway, reconstruct La Paz Road interchange, and add auxiliary lanes where needed to increase freeway capacity and reduce congestion in Laguna Hills and Mission Viejo areas.

Segment 3: This project from Alicia Parkway to El Toro Road will add one general-purpose lane (approximately 1.7 miles) in the southbound direction between Alicia Parkway and El Toro Road, continue the additional general-purpose lane in the northbound direction through Alicia Parkway, extend the second HOV lane (approximately one mile) in both directions from El Toro Road to Alicia Parkway, and add auxiliary lanes where needed to increase freeway capacity and reduce congestion in Laguna Hills, Lake Forest, and Mission Viejo areas.



C. I-5 (SR-73 to El Toro Road includes Avery Parkway and La Paz Road Interchanges)

Cost:

Segment 1: \$195.80 million (YOE).

Segment 2: \$203.07 million (YOE).

Segment 3: \$165.86 million (YOE).

Landscaping for all three segments: \$12.37 million (YOE).

Status:

Segment 1: Construction began in March 2020 and is scheduled to be complete and open to traffic in 2025.

Segment 2: Construction began in May 2019 and is scheduled to be complete and open to traffic in 2023.

Segment 3: Construction began in January 2021 and is scheduled to be complete and open to traffic in 2024.

Present Day:

The current traffic volume on I-5 near the El Toro “Y” is about 343,000 vehicles per day. This volume will increase in the future by 22 percent by 2035, bringing it up to 420,000 vehicles per day.

Benefits:

This project will help alleviate congestion and reduce traffic delays. The second HOV extension for Segment 3 will enable more efficient operation of general-purpose lanes and increase capacity for future projected traffic volumes. Adding an additional general-purpose lane in Segments 1 and 2 will increase capacity of the freeway to accommodate future projected traffic volumes. The I-5/

La Paz Road and I-5/Avery Parkway interchange improvement projects called for in M2 Project D will reduce chokepoints and congestion, as well as accommodate future traffic demands on the local roads at each interchange.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$34.60 million in federal funds and \$121.81 million in state funds.

Segment 2: \$55.60 million in federal funds.

Segment 3: \$54.63 million in federal funds and \$9.39 million in state funds.

Additionally, \$6.00 million in state funds have been approved for landscape planting across all three segments.

Risks:

Overall time, scope, and costs risks are medium with this project due to potential ROW impacts.

Related Projects:

Project C (Avenida Pico to San Juan Creek Road) and Project D (El Toro Road Interchange).

Other Involved Agencies:

Caltrans, cities of Laguna Hills, Laguna Niguel, and Mission Viejo, CTC, FHWA, and Transportation Corridor Agencies.

C. I-5 (SR-73 to El Toro Road includes Avery Parkway and La Paz Road Interchanges)

Assumptions:

Costs based on June 2021 M2
Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

C. I-5 (Avenida Pico to San Juan Creek Road includes Avenida Pico Interchange)

Description:

Project C extended the HOV lanes on I-5 from Avenida Pico to San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano. Major interchange improvements were also included at Avenida Pico, as part of Project D. This project was generally constructed within the existing ROW and was divided into three segments as described below.

Segment 1: This project from Avenida Pico to Avenida Vista Hermosa added new continuous-access HOV lanes (approximately 0.7 miles) in each direction between Avenida Vista Hermosa overcrossing and Avenida Pico Undercrossing. The Avenida Pico Interchange was reconstructed to optimize traffic movements within the interchange and provided bicycle lanes in both directions of Avenida Pico.

Segment 2: This project from Avenida Vista Hermosa to Pacific Coast Highway (PCH) added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between Avenida Vista Hermosa overcrossing and PCH undercrossing. The project also reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella, and re-established existing auxiliary lanes. Avenida Vaquero Undercrossing was widened in both directions to accommodate the new HOV lanes.

Segment 3: This project from PCH to San Juan Creek Road added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between Camino Estrella overcrossing and San Juan Creek Road undercrossing. The project also reconstructed on- and off-ramps at Camino Las Ramblas/ PCH and the I-5/PCH northbound connector and



C. I-5 (Avenida Pico to San Juan Creek Road includes Avenida Pico Interchange)

I-5/Camino Las Ramblas Undercrossing were widened in both directions.

Cost:

Segment 1: \$83.60 million.

Segment 2: \$75.26 million.

Segment 3: \$74.27 million.

Status:

All segments of Project C opened to traffic at the same time in early 2018. Segment 1 was completed in August 2018, Segment 2 in July 2017, and Segment 3 in July 2018.

Present Day:

This section of I-5 has high levels of traffic during the weekdays and weekends, as well as holidays, throughout the proposed project limits. The current traffic volume on this segment of I-5 is about 250,000 vehicles per day and is expected to increase by nearly six percent by 2035, bringing it up to 266,000 vehicles per day.

Benefits:

This project eliminated a southbound lane drop at PCH by extending the southbound HOV lane between Camino Capistrano and Avenida Pico, and the northbound HOV lane between Avenida Pico and PCH. Elimination of the lane drop enabled more efficient operation of general-purpose lanes and serves projected traffic volumes for the year 2040.

External Funding:

The Board approved funding that supported these projects including:

Segment 1: \$28.47 in federal funds and \$43.74 million in state funds.

Segment 2: \$12.07 million in federal funds and \$46.78 million in state funds.

Segment 3: \$11.33 million in federal funds and \$20.79 million in state funds.

Risks:

No risk to project delivery as the project is complete. Final claims remain pending in Segment 3, however, cost risk is low.

Related Projects:

Project D.

Other Involved Agencies:

Caltrans, cities of Dana Point, San Clemente, and San Juan Capistrano, CTC and FHWA.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report - State Highway Project (September 2021)

D. I-5 (El Toro Road Interchange) Improvements

Description:

Proposed Project D improvements at I-5/El Toro Road Interchange include modifying entrance and exit ramps and modifying or replacing existing bridge structures.

Cost:

\$120.52 million (YOE) is currently included in the cash flow however, once the selected project alternative is determined this will need to be updated.

Status:

The Next 10 Plan includes funding this project through environmental. The environmental phase for this project began in April 2017. OCTA and Caltrans are working on developing a consensus for an alternative that has the support of the three stakeholder cities (cities of Laguna Hills, Laguna Woods, and Lake Forest). Using the guiding principles – Readiness and Public Support, this project needs additional time before it moves forward.

Built into M2 is a promise that projects will be delivered in cooperation with local agencies. The three stakeholder cities have been asked to help develop a mutually acceptable and viable alternative.

A consultant was retained in September 2020 by OCTA to provide further assessment of the build alternatives to help facilitate reaching an agreement. The assessment was completed in May 2021, and the results are anticipated to be presented to the Board in late 2021. OCTA continues to work with the consultant and Caltrans to finalize the ROW cost estimates for each alternative and facilitate discussions between the three cities to determine which build alternatives will go through the environmental process. An alternatives assessment was completed in May 2021. Discussions continue with the three cities to determine alternatives to incorporate in the environmental phase.



D. I-5 (El Toro Road Interchange) Improvements

Present Day:

This portion of I-5 has high levels of traffic during the weekdays and weekends, as well as holidays, throughout the proposed project limits. The current traffic volume on this segment of I-5 is about 355,000 vehicles per day and is expected to increase nearly nine percent by 2035, bringing it up to 388,000 vehicles per day.

Benefits:

This project would reduce the chokepoint and better accommodate forecasted traffic demands. Modification of the entrance and exit ramps would alleviate congestion at adjacent intersections.

External Funding:

The Board has approved \$4.40 million in federal funds for the environmental phase. Future phases may be eligible for state and federal funds. Any additional funding is expected to be submitted for Board approval at a later time.

Risks:

Overall time, scope, and cost risks are high with this project due to the

challenging project area with significant ROW impacts with study alternatives under consideration. Community concerns has resulted in a lack of consensus between the three stakeholder local jurisdictions. This project will need local jurisdiction consensus, before moving forward.

Related Projects:

Project C.

Other Involved Agencies:

Caltrans, cities of Laguna Hills, Laguna Woods, and Lake Forest, and FHWA.

Assumptions:

Cost based conceptual estimates, which was incorporated in the June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report - State Highway Project (September 2021)

D. I-5 (Ortega Highway Interchange) Improvements

Description:

Project D improvements included reconstructing the I-5 interchange at State Route 74 (SR-74) in south Orange County, as well as widening SR-74, modifying entrance and exit ramps and replacing the existing bridge structure.

Cost:

\$79.80 million.

Status:

The project opened to traffic in September 2015 and was officially completed in January 2016.

Present Day:

Prior to completion of the project, the existing freeway overcrossing and on- and off-ramps did not accommodate existing and projected to-and-from street/freeway traffic.

Benefits:

This project alleviated a major chokepoint and reduced congestion by widening the Ortega Highway Bridge and improving local traffic flow through reconfigured streets and on- and off-ramps.

External Funding:

\$752,000 in federal funds, \$73.48 million in state funds, \$2.50 million in M1 funds from the regional interchange program, and \$5.01 million in other local funds were used for the project.

Risks:

None – project is complete.

Related Projects:

Project C.



D. I-5 (Ortega Highway Interchange) Improvements

Other Involved Agencies:

Caltrans, City of San Juan Capistrano, and CTC.

Assumptions:

Cost based on January 2020 Project Status Report, which was incorporated in the June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- January 2020 Project Status Report
- Capital Funding Program Report - State Highway Project (September 2021)

E. SR-22 Access Improvements

Description:

Project E constructed interchange improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard to reduce freeway and street congestion near these interchanges.

Cost:

\$25.80 million.

Status:

These projects were part of the State Route 22 (SR-22) widening project completed in 2008 using M1 funds.

Present Day:

The project widened the streets at the interchanges and were designed to improve accommodation of existing and projected traffic.

Benefits:

The project reconstructed the freeway overcrossings to allow these streets to be widened through the interchange area. These improvements reduced congestion and delay at all three interchanges.

External Funding:

\$15.9 million of M1 funds and \$9.9 million of other non-M2 (federal, state and city) funds were used for the project.

Risks:

None – project is complete.

Related Projects:

West County Connector improvements at SR-22/I-405 and I-405/I-605 interchanges.

Other Involved Agencies:

Caltrans and City of Garden Grove.

Assumptions:

Completed as part of the M1 SR-22 Design/Build project.

References:

- OCTA 2014 Long-Range Transportation Plan



F. SR-55 (I-405 to SR-91)

Description:

Project F will increase freeway capacity and reduce congestion by adding lanes and operational improvements to SR-55 between I-405 and SR-91. This project is divided into two segments as described below.

Segment 1: This project will add one general-purpose lane (approximately four miles) between I-405 and I-5, including auxiliary lanes between interchanges to smooth traffic flow. The general-purpose lane will be funded with M2, state, and federal funds. Concurrent with these efforts, a second HOV lane will also be constructed between I-5 and I-405 with state and local funds.

Segment 2: This project will add new lanes (approximately 7.5 miles) between I-5 and SR-22, including merging lanes between interchanges to smooth traffic flow. Operational improvements between SR-22 and SR-91 would also be incorporated. The environmental phase of this segment was completed in March 2020 and is ready to advance into design and construction. This segment will generally be constructed within the existing ROW.

Cost:

Segment 1: \$503.22 million (YOE) which includes cost for potential ROW risk.

Segment 2: \$131.31 million (YOE).



F. SR-55 (I-405 to SR-91)

Status:

Segment 1: The design of this project is nearing completion with ROW certification anticipated in September 2021. The project is scheduled to be advertised by the end of 2021 with construction beginning in mid-2022.

Segment 2: The environmental phase for this project was completed in March 2020. The release of the request for proposals for the design phase is anticipated in fall 2021 with final design beginning in fall 2022.

Present Day:

This freeway carries about 316,000 vehicles on a daily basis. This volume is expected to increase by nearly eight percent by 2035, bringing it up to 340,000 vehicles per day in the future.

Benefits:

This project will increase freeway capacity, improving mobility and reducing congestion in central Orange County areas by adding new lanes and making operational improvements for existing and forecasted traffic volumes (especially for weaving and lane efficiency at ramp junctions).

External Funding:

Segment 1: The Board has approved providing \$161.4 million in federal funds and \$220.00 million in state funds. As previously mentioned, Caltrans has also committed

\$42.70 million in State Highway Operation and Protection Program funds for this project.

Segment 2: The Board has approved providing \$11.00 million in federal funds for this project. This project is eligible for future state and federal funds.

Risks:

Schedule, scope, and cost risks remain high on Segment 1 due to complex ROW and utilities issues which rely on design variations to minimize private property impacts.

Overall schedule, scope, cost risks are low on Segment 2 at this time.

Related Projects:

Projects A and B.

Other Involved Agencies:

Caltrans, cities of Orange and Santa Ana, and FHWA.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report - State Highway Project (September 2021)

G. SR-57 Improvements

Description:

Project G will increase capacity and reduce congestion by adding one general-purpose lane in the northbound direction from Orangewood Avenue in the City of Orange to approximately Tonner Canyon Road in the City of Brea. Select northbound undercrossings will also be widening and seismically retrofitted, as required. The project is divided into three segments as described below.

Segment 1: This project consists of three northbound sections including Katella Avenue to Lincoln Avenue (approximately 2.8 miles), Orangethorpe to Yorba Linda Avenue (approximately 2.4 miles), and Yorba Linda Boulevard to Lambert Road (approximately 2.5 miles) in the cities of Anaheim, Brea, Fullerton, and Placentia. Projects in this segment are complete.

Segment 2: This project includes the addition of a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to one-half mile south of the Los Angeles County Line (approximately Tonner Canyon Road).

Segment 3: This project includes adding one northbound general-purpose lane (approximately one mile) from approximately Orangewood Avenue in the City of Orange to Katella Avenue in the City of Anaheim. Segment improvements would maintain the existing auxiliary lane and address existing non-standard features between Orangewood Avenue and Katella Avenue.

Cost:

Segment 1: \$144.36 million.

Segment 2: \$213.92 million (YOE).

Segment 3: \$71.78 million (YOE).



G. SR-57 Improvements

Status:

Segment 1: This project was completed and opened to traffic in 2014.

Segment 2: This project is planned to be environmentally cleared during the Next 10 Plan timeframe. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, an initial phase for interchange improvements at the Lambert Road is under construction and is anticipated to be completed in early 2022. The mainline project could be a strong candidate for additional trade corridor funding but requires connectivity coordination with Los Angeles County. Reviewing the guiding principles – Readiness, External Funding and Project Sequencing and Connectivity, moving this project into design following environmental clearance will be annually reviewed or brought to the Board as a separate item.

Segment 3: This project completed the environmental phase in March 2019 and is anticipated to begin the design phase in early 2022.

Present Day:

This freeway carries about 302,000 vehicles on a daily basis. This volume is expected to increase by nearly 13 percent by 2035, bringing it up to 342,000 vehicles per day in the future.

Benefits:

This project will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements, which will improve both traffic operations and safety. Combined improvements from

Orangethorpe Avenue to Tonner Canyon Road could achieve a 40 percent reduction in total delay through the SR-57 northbound corridor.

External Funding:

Segment 1: \$104.85 million in state funds were used for the project.

Segment 3: The Board approved \$5.74 million in federal funds to support the environmental phase of this project.

Segments 2 and 3 are eligible for future state and federal funds.

Risks:

Overall time, scope, costs, and quality risks are low to medium with this project due to construction within the existing ROW and relatively straightforward design issues. However, risks exist due to the potential need for seismic retrofitting of existing bridges.

Related Projects:

Project H.

Other Involved Agencies:

Caltrans, cities of Anaheim, Brea, Fullerton, Orange, and Placentia, CTC, and FHWA.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report - State Highway Project (September 2021)

H. SR-91 (I-5 to SR-57)

Description:

Project H widened westbound SR-91 by connecting existing auxiliary lanes (approximately 4.5 miles) through interchanges, thus forming a fourth continuous general-purpose lane between I-5 and SR-57. The project also replaced existing auxiliary lanes on westbound SR-91 between State College Boulevard and Raymond Avenue, and between Euclid Street and Brookhurst Street, and added a new auxiliary lane between Raymond Avenue and Lemon Street.

Cost:

\$59.23 million.

Status:

The project opened to traffic in March 2016 and was officially completed in June 2016.

Present Day:

SR-91 serves as a major commuting route connecting Orange County with Riverside and Los Angeles counties.

SR-91 is also one of the most congested freeways in Southern California. This freeway carries about 290,000 vehicles on a daily basis. This volume is expected to increase by nearly five percent by 2035, bringing it up to 304,000 vehicles per day in the future.

Benefits:

This project alleviated congestion and increased mainline capacity by adding a continuous general-purpose lane and replaced existing auxiliary lanes, which improved merging operations at each interchange.



H. SR-91 (I-5 to SR-57)

External Funding:

\$27.23 million in state funds were used for the project.

Risks:

None – project is complete.

Related Projects:

Project I.

Other Involved Agencies:

Caltrans, cities of Anaheim and Fullerton, and CTC.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

I. SR-91 (Tustin Avenue Interchange to SR-55)

Description:

Project I from Tustin Avenue Interchange to SR-55 added a westbound auxiliary lane, beginning at the northbound SR-55 to westbound SR-91 connector, through the Tustin Avenue interchange. The overall segment length was approximately two miles. Additional features of this project included widening the westbound Santa Ana River Bridge to accommodate the auxiliary lane.

Cost:

\$42.47 million.

Status:

The project was completed and opened to traffic in 2016.

Present Day:

SR-91 serves as a major commuting route connecting Orange County with Riverside and Los Angeles counties.

SR-91 is also one of the most congested freeways in Southern California. This freeway carries about 290,000 vehicles on a daily basis. This volume is expected to increase by nearly five percent by 2035, bringing it up to 304,000 vehicles per day in the future.

Benefits:

This project addressed chokepoint conditions and reduced operational problems, including weaving and merging maneuvers, which were primarily caused by extensive weaving between the northbound SR-55 to westbound SR-91 connector and the westbound SR-91 off-ramp to Tustin Avenue.

External Funding:

\$29.75 million in state funds were used for the project.

Risks:

None – project is complete.



I. SR-91 (Tustin Avenue Interchange to SR-55)

Related Projects:

Projects H, I (SR-57 to SR-55) and J.

Other Involved Agencies:

Caltrans, City of Anaheim, CTC, and FHWA.

Assumptions:

Cost based on January 2019 Project Status Report, which was incorporated in the June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- January 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

I. SR-91 (SR-57 to SR-55)

Description:

Project I from approximately SR-57 to SR-55 will add one westbound general-purpose lane from northbound SR-57 connector to westbound SR-91 connector, and one eastbound general-purpose lane between SR-57 and SR-55. The project is divided into three segments as described below.

Segment 1: This project from SR-55 to Lakeview Avenue (approximately 1.4 miles) will realign the westbound on-ramp to direct traffic to westbound SR-91. This project will replace the Lakeview Avenue Bridge that will feature a new on-ramp from the Lakeview Avenue Bridge connecting directly to southbound SR-55 to increase freeway capacity and improve traffic operations in the Anaheim area.

Segment 2: This project from La Palma Avenue to SR-55 will add an eastbound general-purpose lane (approximately 2.7 miles) on SR-91 between La Palma Avenue and SR-55 and include bridge

replacements at Glassell Street/Kraemer Boulevard and Tustin Avenue to increase freeway capacity and reduce congestion in the cities of Anaheim and Fullerton.

Segment 3: This project from Acacia Street to La Palma Avenue will add a fourth general-purpose lane (approximately 1.7 miles) on westbound SR-91 from the northbound SR-57 to westbound SR-91, make improvements to the weave from westbound SR-91 to northbound and southbound SR-57, and replace the bridge at La Palma Avenue to enhance westbound operations on SR-91, increase overall freeway capacity, and reduce congestion in the cities of Anaheim and Fullerton.

Cost:

Segment 1: \$100.91 million (YOE).

Segment 2: \$208.45 million (YOE).

Segment 3: \$116.20 million (YOE).



I. SR-91 (SR-57 to SR-55)

Status:

The environmental phase for all three segments was completed in June 2020.

Segment 1: The design phase was initiated in March 2020.

Segment 2: The design phase was initiated in June 2020.

Segment 3: The design phase was initiated in November 2020.

Present Day:

Current freeway volume on this segment of the SR-91 is about 250,000 vehicles per day. This vehicular demand is expected to increase by 12 percent by 2035, bringing it up to 280,000 vehicles per day in the future.

Benefits:

Segment 1: This project will alleviate congestion and reduce delay by improving the connection from Lakeview Avenue to southbound SR-55.

Segment 2: This project will increase freeway capacity in the eastbound direction and reduce traffic congestion.

Segment 3: This project will enhance westbound operations and increase freeway capacity.

External Funding:

The Board has approved funding including:

Segment 1: \$1.77 million in federal funds and \$13.98 million in 91 Express Lanes excess revenue.

Segment 2: \$3.46 million in federal funds and \$42.81 million in 91 Express Lanes excess revenue.

Segment 3: \$1.77 million in federal funds and \$14.40 million in 91 Express Lanes excess revenue.

Construction is anticipated to be funded with 91 Express Lanes excess revenue.

Risks:

Overall time, scope and costs risks are high. High risk is the result of refined design options that require Caltrans concurrence, which remain under review.

Related Projects:

Projects H, I (Tustin Avenue Interchange to SR-55), and J.

Other Involved Agencies:

Caltrans, cities of Anaheim, Fullerton, Orange, and Placentia, CTC, and FHWA.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

J. SR-91 (SR-55 to I-15)

Description:

Project J includes the addition of capacity on SR-91 from SR-55 to I-15 in Riverside County and is divided into three segments.

Segment 1: This project added one eastbound lane (approximately six miles) on SR-91 from one-mile east of SR-241 to State Route 71 (SR-71) in Riverside County.

Segment 2: This project added one new lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 and improved key interchanges. Additional improvements included the widening and seismic retrofitting for the Imperial Highway and Weir Canyon Road undercrossing bridges. This project was led by OCTA in coordination with Caltrans District 12.

Segment 3: This project entails future improvements that require coordination and funding agreements with Riverside County Transportation Commission (RCTC) to deliver improvements between SR-241 and SR-71 in Riverside County. Improvements

between SR-71 and I-15 are overseen by RCTC.

Cost:

Segment 1: \$57.77 million.

Segment 2: \$79.74 million.

Segment 3: \$300.00 million (YOE).

Status:

Segment 1: This project was completed in January 2011.

Segment 2: This project was completed in March 2013.

Segment 3: This project is part of a larger package of improvements underway, with planned sequencing of improvements in the 91 Corridor jointly agreed to by both OCTA and RCTC's Board. The project straddles the county line. The segment was environmentally reviewed as part of the RCTC's Corridor Improvement Project. RCTC, with OCTA's support, is advancing the westbound portion of this segment with the addition of a lane (two miles in



J. SR-91 (SR-55 to I-15)

length) from Green River Road to SR-241. RCTC is the lead agency and OCTA contributed \$15 million towards the project. Construction began in November 2020 and is anticipated to be completed by late 2021. The eastbound lane project from SR-241 to SR-71 has engineering challenges due to project area topography and natural constraints and requires an engineering feasibility assessment. Reviewing the guiding principles – Readiness and Project Sequencing and Connectivity, this project will be reassessed following the completion of the engineering feasibility study, which is anticipated in late 2021.

Present Day:

Today, this freeway carries about 328,000 vehicles every day. This volume is expected to increase by 15 percent, bringing it up to 378,000 vehicles by 2035.

Benefits:

Segment 1 improvements added one general-purpose lane, which improved weaving by reducing the volume of exiting vehicles in the SR-91 mainline through lanes that are exiting at Green River Road and SR-71.

Segment 2 improvements helped to alleviate congestion and reduce delay.

Segment 3 proposed improvements are expected to reduce congestion and delay and improve operational efficiency by reducing the existing chokepoints via gap closure.

External Funding:

Segment 1: \$45.91 million in federal funds and \$4.92 million in local funds were used for this project.

Segment 2: \$76.30 million in state funds were used for this project and \$2.90 million in state funds were used for replacement planting.

Segment 3: \$15.00 million of 91 Express Lanes excess revenue is Board approved for the Orange County portion of this segment. RCTC will contribute \$26.80 million. Future needs are anticipated to be funded by 91 Express Lanes excess revenue.

Risks:

No risks for Segments 1 and 2 as they are complete. For Segment 3, time, scope, and costs risks are dependent upon required coordination with RCTC. Eastbound improvements have engineering challenges due to project area topography (Santa Ana Canyon) and natural constraints (Santa Ana River).

Related Projects:

Project I and the Riverside County Corridor Improvement Project.

Other Involved Agencies:

Caltrans, cities of Anaheim and Yorba Linda, Corona, County of Orange, CTC, and FHWA.

J. SR-91 (SR-55 to I-15)

Assumptions:

Cost based on December 2012 Project Status Report (Segment 1), June 2018 Project Status Report (Segment 2), and conceptual estimates (Segment 3) which was incorporated in the June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- December 2012 Project Status Report (Segment 1)
- June 2018 Project Status Report (Segment 2)
- Capital Funding Program Report – State Highway Project (September 2021)

K. I-405 (SR-73 to I-605)

Description:

Project K includes the addition of new lanes to I-405 between SR-73 and I-605 and updating key local interchanges to the current Master Plan of Arterial Highway (MPAH) standards. The project will add one general-purpose lane (approximately 14 miles) in each direction of I-405 from Euclid Street to I-605. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster.

Concurrently with Project K, an additional lane (approximately 16 miles) will be added in each direction that would combine with the existing HOV lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. The general-purpose lanes will

be funded with M2, state, and federal funds; the express lanes will be funded solely with express lane revenues.

Cost:

M2 Portion: \$1.560 billion (YOE).

Express Lanes Portion: \$520 million (YOE).

Status:

Project K is currently over 60 percent complete and is being implemented using design/build. Design/build is a project delivery method in which one team is hired to perform both the design and construction of the project allowing for construction to begin as design plans are being finalized, thus reducing overall project delivery time. The project's substantial completion and opening of the 405 Express Lanes milestones are currently anticipated to be met in late 2023 with full project completion anticipated in early 2024.



K. I-405 (SR-73 to I-605)

Present Day:

On average, I-405 carries approximately 392,000 vehicles daily. The volume is expected to increase by 20 percent by 2035, bringing it up to 472,000 vehicles daily. The project will increase freeway capacity, reduce congestion, enhance operations, increase mobility, improve trip reliability, and maximize throughput on I-405.

Benefits:

Project K includes the addition of auxiliary and general-purpose lanes that will help reduce congestion and improve travel times. Additional improvements include interchange and local street improvements, and a direct Express Lanes connector at the I-405/SR-73 Interchange.

The express lanes will operate congestion-free throughout the day, due to toll rates that vary based on traffic demand. The express lanes provide commuters with a reliable travel option compared to the adjacent, general-purpose lanes.

M2 improvements, in combination with express lanes improvements, will provide more throughput in the corridor. These improvements will add two additional freeway lanes to I-405 in both directions between SR-73 to the I-605 interchange.

External Funding:

The Board has approved funding that supports this project, including \$89.77 million in state funds, and \$45.65 million in federal funds. The project also successfully secured

\$628.93 million from Transportation Infrastructure Finance and Innovation Act (TIFIA), a low-cost federal loan. The M2 cash flow will benefit from \$108.93 million in TIFIA revenues for this project. The entire TIFIA loan will be paid back solely with toll revenues.

Risks:

Overall time, scope, utility relocation, archeological discoveries and cost risks are high with this project due to the extensive project scope.

Related Projects:

Project L and WCC improvements at SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:

Caltrans, Build America Bureau TIFIA Office, cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, Community of Rossmore, CTC, and FHWA.

Assumptions:

Costs based on June 2021 M2 Program Cash Flow. M2 will only pay for the addition of the general-purpose lanes. Toll revenues will pay for the 405 Express Lanes.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

L. I-405 (I-5 to SR-55)

Description:

Project L will add new lanes (approximately 8.5 miles) to I-405 from the vicinity of I-5 to SR-55 to alleviate congestion and reduce delay. The project will generally be constructed within the existing ROW.

Cost:

\$262.39 million (YOE).

Status:

The project completed the environmental phase in August 2018 and is shelf-ready to begin the design phase.

Project B (I-5, I-405 to SR-55) is a parallel project that has been advanced through construction. To minimize public inconvenience, OCTA opted to complete Project B before this project. Project B was determined to be a higher priority project based on the guiding principles of Project Sequencing and Connectivity and Project Congestion Relief and

Demand. Congestion levels on the I-5 are higher than in the Project L, I-405 improvement area. Additionally, a significant Caltrans safety project is scheduled to take place within the Project L project limits and will require additional coordination.

Present Day:

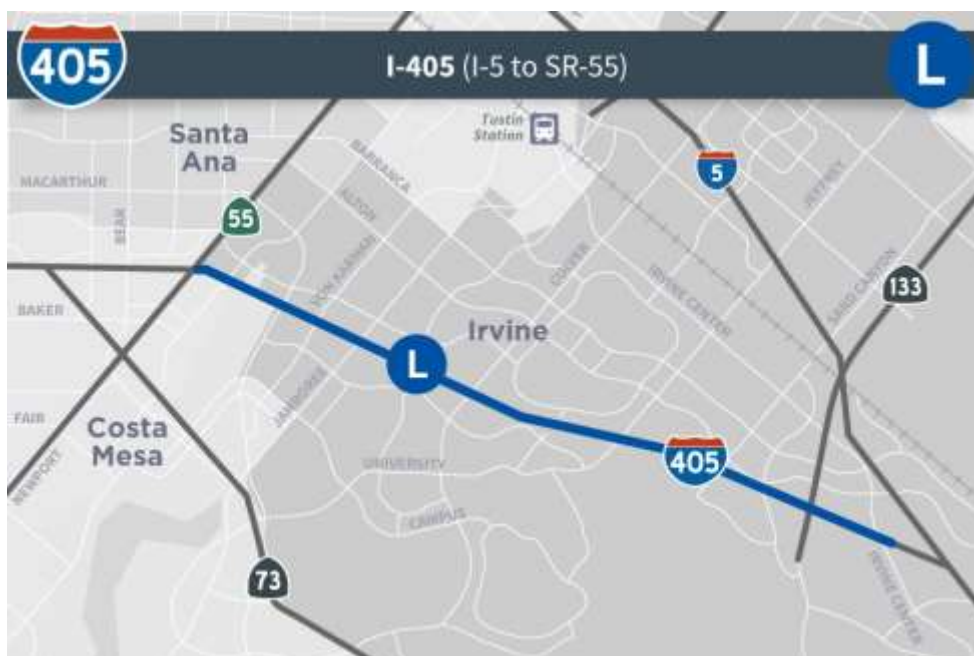
This segment of the freeway carries 296,000 vehicles a day. This number will increase by nearly 22 percent, bringing it up to 362,000 vehicles per day by 2035.

Benefits:

Improvements between I-5 and SR-55 would help alleviate congestion and reduce delay.

External Funding:

The Board approved providing \$8 million in federal funds to support the environmental phase of the project. This project is eligible for future state and federal funds.



L. I-405 (I-5 to SR-55)

Risks:

Although this project has completed the environmental phase, regulatory risks remain should changing federal and state directives require a review or revision. If the project can proceed as currently approved, overall time, scope, and costs risks are low due to low ROW impacts and straightforward design.

Related Projects:

Projects B and K.

Other Involved Agencies:

Caltrans, City of Irvine, CTC, FHWA, and Transportation Corridor Agencies.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- February 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

M. I-605 (Katella Avenue Interchange) Improvements

Description:

Project M includes improvements to I-605 freeway access and the arterial connection at Katella Avenue, which serves communities in the cities of Cypress and Los Alamitos.

Cost:

\$29.02 million (YOE).

Status:

The environmental phase for this project was completed in late 2018 and was done in cooperation with the City of Los Alamitos. A design consultant was approved by the Board on August 10, 2020, and the contract was executed on December 28, 2020. Final design was initiated in January 2021.

Present Day:

The existing interchange design is outdated and results in both arterial congestion and freeway queuing in the interchange area.

Benefits:

The I-605 Katella Avenue interchange project would include both freeway and arterial improvements that would improve interchange traffic operations and improve bicycle and pedestrian facilities while minimizing adjacent ROW and environmental impacts. Additionally, these improvements would reduce congestion, traffic queuing, and delay within the interchange area.

External Funding:

The construction phase of this project is eligible for future state and federal funds.

Risks:

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.



M. I-605 (Katella Avenue Interchange) Improvements

Related Projects:

Project K and I-405/I-605/SR-22 HOV connector project (West County Connector).

Other Involved Agencies:

Caltrans and City of Los Alamitos.

Assumptions:

Cost based on June 2021 M2 Program Cash Flow.

References:

- OCTA 2018 Long-Range Transportation Plan
- June 2021 Project Status Report
- Capital Funding Program Report – State Highway Project (September 2021)

N. Freeway Service Patrol

Description:

The Freeway Service Patrol (FSP) provides competitively-bid, privately contracted tow truck services to help stranded motorists quickly clear disabled vehicles and large debris from freeway lanes to minimize congestion caused by blocked traffic lanes and passing motorists rubbernecking. Currently FSP is available on various Orange County freeways, seven days a week. This project assures that this basic level of service will be continued through 2041.

Program Funding:

\$50.20 million in M2 revenue between 2021 and 2030.

Status:

FSP is primarily funded by State Highway Account (SHA) and Road Repair and Accountability Act of 2017 (SB 1) funds. OCTA meets matching fund requirements by utilizing a portion of its share of Service Authority for Freeway Emergencies (SAFE) funds, which are collected by the Department of Motor Vehicles each year. Since June 2012, the FSP has assisted more than 611,837 motorists along Orange County freeways.

As demand, congestion levels, and costs increase, this project will allow the program to maintain existing service hours and allow service to be extended throughout the day and on weekends on additional freeway segments.

M2 also helps support the California Highway Patrol (CHP) as the partner responsible for field supervision. Currently, M2 funds a full-time

dispatcher to ensure dispatcher coverage seven days a week.

Present Day:

In FY 2020-21, the FSP program provided a total of 60,062 assists to motorists along the Orange County Freeway system.

Benefits:

To keep Orange County moving, FSP provides free limited roadside assistance to motorists whose vehicles have become disabled on an Orange County freeway. Assistance is limited to taping a leaking hose, providing water for a radiator, a jump start, a gallon of gas, a tire change, or towing a disabled vehicle off the freeway to a designated drop zone where the motorist may seek additional assistance.

In FY 2019-20, for every dollar invested in the program, Orange County received approximately \$6 of congestion relief benefit.

External Funding:

SHA allocation provided by Caltrans – approximately \$2.2 million annually.

SB 1 allocation provided by Caltrans – approximately \$2 million annually.

SAFE (\$1 per vehicle registration fee) - funds not allocated to the Freeway Call Box and 511 Motorist Assistance and Traveler Information programs are available for FSP program use, to meet local match fund requirements – approximately \$1.2 million annually.

N. Freeway Service Patrol

Risks:

Should the State of California stop funding FSP through the SHA and SB 1, M2 will not be sufficient to maintain existing service levels.

Related Projects:

M2 Project N funds are designated to maintain existing service levels, provide mid-day, and weekend service, and support FSP service for construction of Projects A-M.

Other Involved Agencies:

Caltrans and CHP.

Assumptions:

Project N is assumed to be funded on a pay-as-you-go basis. Funding provided through the SHA and SB 1 are allocated first, and then M2 funding is applied as needed.

References:

- M2 Project N Guidelines Freeway Service Patrol Project, approved on February 13, 2012

Environmental Mitigation Program



Overview:

The EMP provides for allocation of five percent of the total M2 freeway budget for comprehensive environmental mitigation related to impacts from freeway improvements (Projects A-M). The EMP was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

A master agreement between OCTA, Caltrans, and state and federal resource agencies was approved in January 2010. This offers higher-value environmental benefits such as habitat protection, connectivity, and resource preservation in exchange for streamlined project approvals for the 13 (segmented into 30) M2 freeway projects.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for the Mitigation Program as it relates to Projects A-M:

- Streamline freeway projects through the biological permitting process.
- Provide comprehensive environmental mitigation.
- Partner with state and federal resource and regulatory agencies.
- Provide higher-value environmental benefits such as habitat protection, connectivity, and resource preservation.

Next 10 Plan Deliverables:

In 2009, the Board approved a policy to allocate approximately 80 percent of the revenues to acquisitions and 20 percent to fund restoration projects. This policy will need to be revisited periodically to ensure it continues to meet program needs. The Next 10 Plan recommends four major initiatives through 2030 consistent with the above framework:

1. Oversee and manage the Preserves while the endowment is being established and determine long term land manager(s) and endowment holder(s).
2. Focus EMP resources funding as a first priority toward the establishment of the endowment for the Preserves.
3. Review and update the resource management plans (RMP) on the Preserves as appropriate. This includes the development of fire management plans (FMP) for each of the Preserves.
4. Complete approximately 350 acres of restoration projects funded through M2 to fulfill the Conservation Plan commitments. This includes working with the restoration project sponsors to remediate damages caused by the 2020 Silverado and Bond fires.

Environmental Mitigation Program

Description:

In 2010, OCTA began preparing a Conservation Plan, which examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. This analysis was completed in 2016; in accordance with the master agreement “advance credit” provision, funds were allocated prior to completion of the Conservation Plan. In 2017, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represent the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.

Concurrent with efforts made toward completing the Conservation Plan and EIR/Environmental Impact Statement (EIS), OCTA collaborated with the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board (SWRCB) - regulatory agencies - to streamline the regulatory permitting process. In 2017, the USACE issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The SWRCB provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance.

RMPs for each of the seven Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The Conservation Plan also requires that each Preserve also have a Preserve specific FMP. These FMPs are being developed in coordination with local fire agencies and will require approval from the Wildlife Agencies. The FMPs will be attachments to the RMPs. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

Cost:

In 2007, the Board approved approximately \$55 million as part of the EAP. Accordingly, \$42 million and \$10.5 million were allocated for acquisition and restoration, respectively. An additional \$2.5 million was allocated for the Conservation Plan development and program support, including appraisals and biological surveys.

Status:

Since 2010, a total of \$10 million has been allocated for 12 projects to restore approximately 350 acres of open space lands throughout Orange County.

On September 26, 2016, the Board approved the selection of the endowment fund manager. Annually, approximately \$2.9 million is deposited in the endowment. These annual deposits are expected over a ten to 12-year period, or until the fund totals approximately \$46.2 million. As of June 30, 2021, the balance was \$19,181,289, which includes five

Environmental Mitigation Program

deposits. Annual endowment deposits will continue to be made near the beginning of each fiscal year.

The Wildlife Agencies finalized the issuance of their respective permits, as well as executing the Implementing Agreement in 2017. In early 2018, OCTA secured advance streamlined state and federal clean water permitting requirements.

All seven Preserves have finalized RMPs and are being managed and protected for an interim period by OCTA staff and contractors. These RMPs will be reevaluated every five years and revised as necessary. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

Present Day:

In consultation with the local fire authority, staff has begun the preparation of FMPs for the seven Preserves. The plans will provide guidelines for decision-making at all stages including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. These plans are a requirement of the Conservation Plan and will require approval by the Wildlife Agencies.

Benefits:

The completed Conservation Plan and regulatory permitting process are tools by which OCTA obtains biological and regulatory permits/assurances for the 13 (segmented into 30) M2 freeway projects. This comprehensive process

enables OCTA to streamline future M2 freeway improvement projects.

External Funding:

Examples of external funding available for this program include:

- USFWS contribution toward the acquisition of open space land in the Trabuco Canyon area.
- USFWS Habitat Conservation Planning Assistant Grant to help fund the completion of the Conservation Plan.
- Restoration project sponsors utilize external funds and resources to implement their projects.

Risks:

The success of the restoration projects will support OCTA's Conservation Plan and regulatory permitting processes. However, unforeseeable conditions such as the frequency of drought and wildfires have and may continue to impact plant reestablishment. Additional funding may be necessary to ensure successful implementation of the restoration projects if the Wildlife Agencies do not sign off on the project under current conditions.

OCTA will need to establish the endowment over a ten to 12-year period. OCTA currently holds the title and interim land management responsibility of the Preserves but will eventually need to secure a long-term land manager(s).

Related Projects:

Projects A-M.

Environmental Mitigation Program

Other Involved Agencies:

Caltrans, CDFW, the environmental community, SWRCB, USACE, and USFWS.

Assumptions:

This program is assumed to be funded primarily on a pay-as-you-go basis in the future, in addition to prior bonding issuances. More detailed assumptions are included in the appendices.

References:

- Final Conservation Plan and EIR/EIS
- Additional resources can be found online: www.octa.net/environmental

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DELIVERY PLAN

Streets & Roads Program

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OC GO STREETS AND ROADS PROGRAM



updated 11/1/21

① Regional Capacity Program

- Competitive funding program with annual call for projects for roadway improvements (not mapped)
- OC Bridges Grade Separation Projects

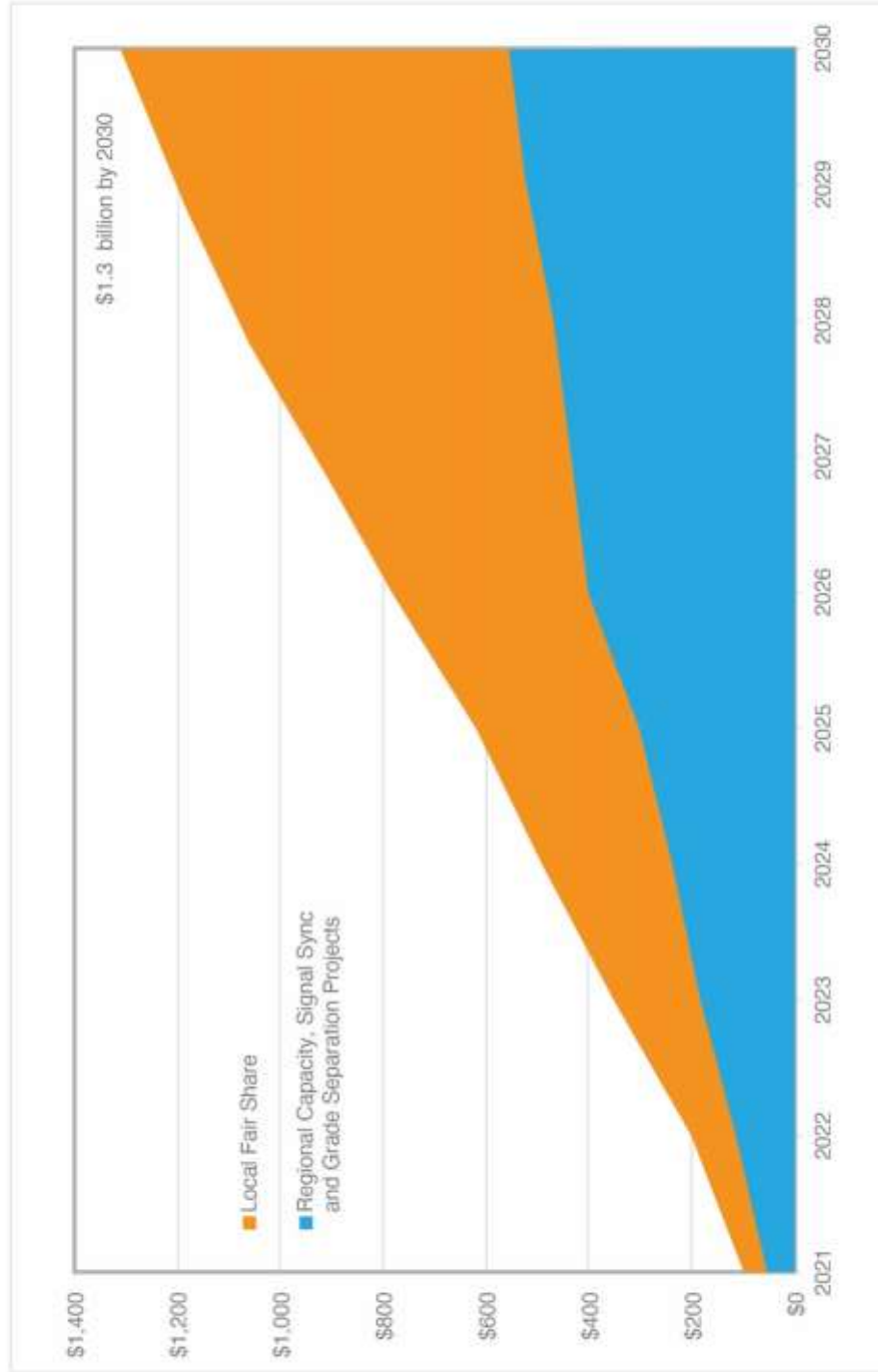
② Regional Traffic Signal Synchronization Program

- Competitive funding program with annual call for projects for signal coordination

③ Local Fair Share Program

- Flexible funding to local jurisdictions for street maintenance and improvements (not mapped)

OC Go Streets and Roads Cumulative Expenditures



Streets and Roads



Overview:

Local streets provide the capacity for the movement of people and goods which is essential to Orange County's commerce and vitality. Streets carry approximately half of Orange County's car and truck traffic and nearly all of Orange County's bicycle and pedestrian traffic. Keeping people moving on local streets is an essential function of the M2 funding programs for local streets. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Streets and Roads Program:

- Target M2 competitive program funds for streets with the worst traffic congestion.
- Maintain the value of investments in streets by synchronizing traffic signals and keeping pavement in good condition.
- Keep traffic moving on Orange County streets by completing key grade separations along the BNSF Railway corridor in north Orange County.
- Consider all modes of travel when planning for added street capacity.

Next 10 Plan Deliverables:

Continue to provide funding to improve the countywide network of streets and roads making them safer and more efficient. The Next 10 Plan for streets and roads recommends two major initiatives through 2030, consistent with the above framework:

1. Provide annual calls for competitive funding to local jurisdictions to address bottlenecks and gaps in the street system and synchronize signals (Project O and P).
2. Provide flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs as appropriate (Project Q).

O. Regional Capacity Program

Description:

Project O provides funding through a competitive process to local jurisdictions for recommended streets and roads projects which complete the Orange County MPAH, relieve congestion, are cost effective, and can proceed to construction quickly. These projects fall into one of two categories as described below.

RCP: This portion of Project O provides a funding source to complete the Orange County MPAH, a plan for future roadway improvements throughout Orange County. This includes intersection improvements and other projects that help improve street operations and reduce congestion. The M2 goal for these projects is to complete roughly 1,000 miles of new street lanes, mostly in the form of widening existing streets to their ultimate planned width. Matching local funds are required for these projects.

OC Bridges: This portion of Project O funded seven over- or underpass grade separations that eliminate car and train conflicts along the BNSF Railway (Orangethorpe corridor) in northern Orange County. These grade separations increased safety for everyone traveling through the intersections and eliminate delays caused by trains.

Program Funding:

RCP: \$354 million between 2021 and 2030.

Status:

To date, OCTA has awarded \$339.77 million, which includes \$24 million in external funding, to 164 projects through eleven competitive RCP calls. Annual calls are planned for projects between 2021 and 2030.

As of November 2017, all seven grade separation projects were opened to traffic (Kraemer Boulevard, Lakeview Avenue, Orangethorpe Avenue, Placentia Avenue, Raymond Avenue, State College Boulevard, and Tustin Avenue/Rose Drive). No future calls for grade separations are anticipated.

Present Day:

Annual RCP calls take place providing local jurisdictions the opportunity to request funding for street improvements.

Benefits:

Completion of the MPAH system, including grade separations will result in better traffic flow and a more efficient transportation system.

O. Regional Capacity Program

External Funding:

RCP: Local jurisdictions are required to provide a 50 percent local match. Matching funds may be reduced contingent on participation in pavement and signal programs, as well as use of non-M2 funds for local match. While other external state and federal funding are not typically used for RCP projects, there have been eight projects to date which qualified for and received State-Local Partnership Program funds, amounting to approximately \$24 million.

OC Bridges: The Board approved the use of \$209.7 in federal funds and \$260.83 million in state funds for this project. Additionally, local jurisdictions provided \$44.4 million in funding. OC Bridges funding includes 75 percent in external local, state, and federal funds.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project P and Project Q.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange).

Assumptions:

Project O is assumed to be funded primarily on a pay-as-you-go basis with bonding for the seven OC Bridges projects. More detailed assumptions are included in the appendices.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Guidelines
- Orange County MPAH Guidelines
- Capital Funding Program Report – Local Road Project (September 2021)

P. Regional Traffic Signal Synchronization Program

Description:

Project P provides funds to local jurisdictions to implement new signal timing on a 750-mile regional network that covers most of Orange County. Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, pollution, and saves commuters gas and money.

Program Funding:

\$149.42 million between 2021 and 2030.

Status:

Annual calls are planned for projects between 2022 and 2030. As of June 2021, OCTA has awarded more than \$140.81 million, including approximately \$30.48 million in external funding, to 123 projects. Since 2008, 91 corridor-based signal synchronization projects for a cost of approximately \$70.4 million (including non-M2 funds) have been implemented, 29 are planned or underway, and three have been cancelled. Including early efforts, OCTA and local jurisdictions have synchronized more than 3,000 intersections. From FY 2020-21 through FY 2029-30, the entire network of signals is anticipated to have been retimed or optimized at least two times. This equates to more than 4,000 intersections retimed over a ten-year period.

Present Day:

In the past, many traffic signal synchronization projects were limited to segments of roads in individual cities.

M2 provides funds to expand these projects to benefit neighboring cities and regional corridors.

Benefits:

Optimizing signal timing offers substantial benefits in reducing traffic delays and improving air quality. To date, OCTA has implemented optimized signal timing on 91 corridors with 3,108 intersections covering 799 miles of roadway. On the average, each project resulted in a 13 percent travel time savings for corridor end-to-end travel, saving commuters time and money for a relatively low investment. Future projects may see comparable benefits when combined with capital improvements to reduce physical bottlenecks where appropriate.

External Funding:

Local jurisdictions are required to provide a 20 percent local match. Matching funds may be in-kind services. There may be future needs for more capital-intensive investments as systems age.

Projects started prior to the 2011 call were funded with \$4.95 million in M1, \$1.77 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ), and \$3.82 million in Prop 1B funds. The 2013 call was partially funded with \$1.25 million in MSRC grant money. The 2018 call was able to leverage \$6.69 million in SB 1 Local Partnership Program competitive grant funds. OCTA was also able to leverage \$12 million in SB 1 Solutions for Congested Corridor Program competitive grant funds for three

P. Regional Traffic Signal Synchronization Program

corridor projects outside the 2020 call. In all, external funding (not including funds provided by local jurisdictions) contributed is approximately \$30.4 million.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project O (RCP) and Project Q.

Other Involved Agencies:

Caltrans and all local jurisdictions (cities and County of Orange).

Assumptions:

Project P is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (September 2021)

Q. Local Fair Share Program

Description:

Project Q provides formula-based funds that local jurisdictions may use for a variety of transportation purposes and needs, including repairing aging streets, residential street projects, bicycle lanes, and pedestrian safety.

Key among these needs is pavement preservation, which involves extending the useful life of pavement and avoiding costly street reconstruction. Preserving and maintaining roads in good condition is a key goal of M2 and Project Q in particular.

Program Funding:

Up to \$715.01 million will be provided between 2021 and 2030.

Status:

As of June 2021, approximately \$512.94 million in LFS payments have been provided to local jurisdictions and the County.

Orange County streets are in generally good condition on average (with a pavement condition index of 79 based on the 2018 statewide report, the best in state). As roadway pavement conditions deteriorate, however, the cost for repairs increases exponentially. For example, it costs as much as 14 times more to reconstruct pavement than to preserve it when it is in good condition.

Present Day:

The cost of street rehabilitation has increased substantially in recent years, and gas tax revenues have not kept pace, which has a direct impact on the ability to fund street maintenance and rehabilitation.

Benefits:

Investments in streets and roads save future costs, keep traffic moving, and offer expanded travel choices.

LFS funds are also flexible and can be used as matching funds for capacity and safety projects, bike and pedestrian facilities, as well as local transit services.

External Funding:

This program is not externally funded.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project O (RCP) and Project P.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange).

Assumptions:

Project Q is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- 2018 California Statewide Local Streets and Roads Needs Assessment
- OCTA's Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (September 2021)

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DELIVERY PLAN

Transit Programs

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Updated 6.11.22

R High Frequency Metrolink Service

- Metrolink Grade Crossing Improvements
- Metrolink Station Improvement Projects
- Planned Metrolink Station
- Laguna Niguel-San Juan Capistrano Passing Siding Project
- Sand Canyon Grade Separation Project

S Transit Extensions to Metrolink

- Bus and Station Van Extension Projects (not mapped)
- OC Streetcar

T Metrolink Gateways

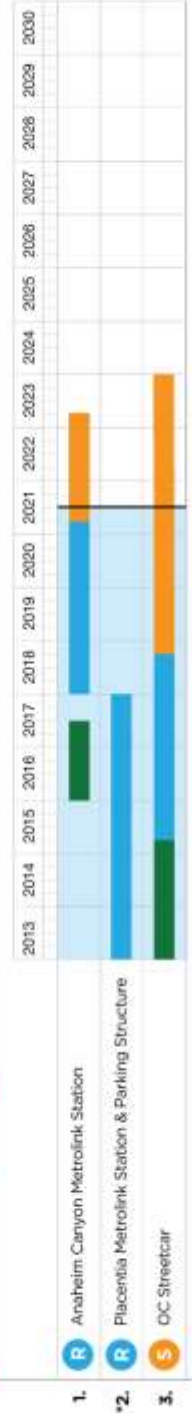
- Anaheim Regional Transportation Intermodal Center (ARTIC)

U Expand Mobility Choices for Seniors and Persons with Disabilities (countywide, not mapped)

V Community Based Transit/Circulators (countywide, not mapped)

W Safe Transit Stops (countywide, not mapped)

OC Go Transit Projects Through Construction



Please note that schedules are updated as of June 30, 2021. Shown schedules are subject to change.

* The Placentia Metrolink Station's ability to move into construction is subject to a track sharing agreement with Burlington Northern Santa Fe Railway

Transit Program



Overview:

The goal of the Transit Program is to build a visionary transit system that is safe, clean, and convenient, with a focus on Orange County's transportation future. Providing mobility choices and connectivity for Orange County residents and workers are key components of the overall M2 Plan. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Transit Program:

- Ensure efficient and integrated Metrolink service for Orange County residents.
- Assess and deliver transit options providing riders first and last mile connections and alternatives to driving.
- Provide services and programs to meet the growing transportation needs of seniors and persons with disabilities.
- Support local agency efforts to deliver Board-approved community-based transit projects.
- Advance improvements to the busiest transit stops across the County to provide passenger amenities that ease transfers between bus lines.

Next 10 Plan Deliverables:

The Next 10 Plan for transit recommends seven major initiatives through 2030, consistent with the above framework.

1. Complete rail station improvements.
2. Sustain Metrolink service as an attractive alternative to driving in Orange County.
3. Complete construction and begin operating the OC Streetcar.
4. Incorporate recommendations from planning studies to guide development of future transit connections.
5. Support expanded mobility choices for seniors and persons with disabilities.
6. Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services.
7. Continue to improve the top 100 busiest bus stops in Orange County.

R. High Frequency Metrolink Service

Description:

Project R provides for sustained and expanded rail service into Los Angeles and Orange Counties along the three Metrolink lines serving Orange County (Orange County, Inland Empire-Orange County, and 91/Perris Valley Lines). Project R also provides for safety and operational improvements to the railroad infrastructure necessary to support existing and expanded train service, including grade crossing improvements, track improvements, signal and communications system improvements, as well as other projects as necessary to support the rail system. Grade separation projects will be considered as available funding permits.

Program Cost:

Approximately \$393.48 million between 2021 and 2030.

Status:

To date, rail safety enhancements at 50 at-grade rail-highway crossings have been completed. As a result, quiet zones have been established in the cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin.

Station improvements completed during the EAP include parking expansion projects at the Fullerton Transportation Center, Tustin Station and Laguna Niguel/Mission Viejo Station, as well as safety repairs to the San Clemente Pier Station platform.

Since then, several station improvement projects have been completed: the San Clemente Pier Metrolink/ Amtrak Station lighting, the Laguna Niguel/Mission Viejo

Metrolink Station Americans with Disabilities Act (ADA) ramps, the Orange Transportation Center Parking Structure the Fullerton Transportation Center elevator upgrades project and stair replacement project, and detectable tile replacements at various stations.

Rail station improvements are anticipated to be completed during the Next 10 Plan to accommodate increased passenger train service such as the Anaheim Canyon Metrolink Station improvement project. The Anaheim Canyon Metrolink Station project began construction in May 2021 and is anticipated to be complete early 2023.

Completed rail corridor improvements include Control Point Stadium, the San Clemente Beach Trail Audible Warning System, Laguna Niguel to San Juan Capistrano Passing Siding, Railroad ROW Slope Stabilization, and six Project Study Reports for potential grade separations along the Los Angeles-San Diego-San Luis Obispo Rail (LOSSAN) corridor, including: Control Point at 4th Street, 17th Street, Ball Road, Grand Avenue, Main Street, Orangethorpe Avenue, and Santa Ana Boulevard.

Rail corridor improvements underway include: San Juan Creek Railroad Bridge Replacement, Metrolink Preventive Maintenance Capitalized Operation, Metrolink Rehabilitation/Renovation, and ongoing operation of Positive Train Control.

Present Day:

The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the

R. High Frequency Metrolink Service

91/Perris Valley lines) now operate 41 trains, compared to 54 daily trains operated prior to COVID-19. Metrolink is gradually adding service back based on projections of ridership growth. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

In October 2019, four weekday intracounty round trips operating between Laguna Niguel/Mission Viejo and Fullerton were replaced with two round trips between Laguna Niguel/Mission Viejo (extended from Fullerton) into Los Angeles. Additional service changes were scheduled to be implemented in April 2020, however, due to COVID-19, they have been postponed until full service is reinstated. In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. OCTA and partner agencies are working together with Metrolink to assess future demand, determine how to implement the restoration of service, and plan for improvements that will allow the expansion of service to Los Angeles. OCTA is coordinating with LOSSAN and its member agencies to continue to support improved service integration and coordination within the corridor.

Benefits:

Project R allows for sustained operation and enhanced capacity of

Metrolink trains serving Orange County, providing a viable alternative to single-occupant vehicle travel, thereby reducing congestion on crowded roadways and freeways.

External Funding:

State: STIP, Propositions 1A, 1B, and 116, and Transit and Intercity Rail Capital Program totaling \$179.85 million.

Federal: CMAQ, the Surface Transportation Block Grant Program, and FTA Sections 5307, 5309, and 5337, totaling \$373.34 million.

Other Local: Local funding from the cities as well as other entities is programmed for \$85.26 million.

M1 also provided \$136.58 million.

Risks:

The lower sales tax revenue projections due to COVID-19 limit the ability to expand Metrolink service to Los Angeles. In addition, COVID-19 has greatly impacted Metrolink service. Depending on Metrolink ridership recovery projections and future service level assumptions, maintaining pre-COVID-19 service or expansion of service may no longer be feasible.

Outside of the Next 10 Plan but important to Metrolink operations is the undertaking by Metrolink of a major multi-year \$443.5 million systemwide rehabilitation program that, in addition to safety, will help improve system reliability and performance for commuters. This program needs to be

R. High Frequency Metrolink Service

funded over and above ongoing maintenance and operation costs.

Related Projects:

Project S, Project T, and Project V.

Other Involved Agencies:

BNSF, Caltrans, California Office of Emergency Services, California Public Utilities Commission (CPUC), California State Transportation Agency (CalSTA), Corridor Agencies, CTC, FTA, Los Angeles County Metropolitan Transportation Authority, Metrolink, RCTC, San Bernardino County

Transportation Authority, and Ventura County Transportation Commission.

Assumptions:

Funding and operating agreements with partner agencies will be successfully implemented.

References:

- OCTA's Comprehensive Business Plan
- Capital Funding Program Report - Rail Project (September 2021)

S. Transit Extensions to Metrolink

Description:

Project S establishes a competitive program for local jurisdictions to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers via transit, to connect passengers to their final destinations. With approximately 60 percent of Orange County's population and employment centers located within a four-mile radius of Metrolink stations, the emphasis of Project S is on expanding access to the core rail system and establishing connections to destinations that are not immediately adjacent to the Metrolink corridor, within the central core, north and south of Orange County. These connections may include a variety of transit technologies such as conventional bus or vanpool (Rubber Tire), bus rapid transit or high-capacity rail transit systems (Fixed Guideways), as long as they can be fully integrated and provide seamless transition for the users.

Program Funding:

Approximately \$352.52 million between 2021 and 2030 for fixed guideways in sales tax revenue.

Status:

Fixed Guideway: Through a competitive process, one project (OC Streetcar) advanced beyond initial study. The OC Streetcar is in construction and will operate in the cities of Garden Grove and Santa Ana.

Rubber Tire: One call has been issued since 2012, providing approximately \$732,000 for four projects in the cities of Anaheim and Lake Forest. The City of Lake Forest has cancelled all three

projects. The City of Anaheim project successfully completed its grant on June 30, 2020, and is being funded on a go-forward basis through a subsequent Project V grant. No future calls for rubber tire projects are anticipated.

Present Day:

Maintaining and growing Metrolink ridership relies on convenient and seamless bus and rail connections. Currently, OCTA fixed bus service and company shuttles are the prime providers of transit connections. However, Uber/Lyft paid-ridesharing services have been a growing presence.

Benefits:

Project S will provide expanded transit access to the centralized Metrolink system, thereby allowing Metrolink commuters to connect to other parts of the County without using an automobile.

External Funding:

Fixed Guideways: External funds for two preliminary studies for the cities of Anaheim and Santa Ana were funded with \$3.12 million in federal FTA Section 5307 and city local funds. M1 also provided \$20.63 million for preliminary studies.

The Board has approved funding supporting the OC Streetcar project, including \$25.59 million in contribution of state funds, and \$224.97 million in federal funds from federal CMAQ, FTA Section 5307 and 5309 and New Starts funding totaling \$250.55 million.

S. Transit Extensions to Metrolink

Rubber Tire: None. These projects are funded by M2 and local city matching funds.

Risks:

Overall schedule, scope, and cost risks are high with this project due to the extensive project scope.

Related Projects:

Project R (High Frequency Metrolink Service), Project T, and Project V.

Other Involved Agencies:

CalSTA, Caltrans, CPUC, CTC, FTA, and local jurisdictions.

Assumptions:

OC Streetcar: cities of Garden Grove and Santa Ana will provide their required match for operations.

Funding for a future call will be at the Board's discretion.

Rubber Tire: Future calls will be at the Board's discretion based on the level of interest from local jurisdictions but will likely be transitioned to Project V, which provides for greater flexibility.

References:

- M2 Eligibility Guidelines
- Project S Guidelines
- Federal 5307 and 5309 Funding Guidelines
- OCTA's Comprehensive Business Plan
- OC Streetcar Project Revised Funding Plan (July 2018)
- Capital Funding Program Report - Rail Project (June 2021)
- OC Streetcar Supplemental Contingency (March 2021)

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Description:

Provide funding for local improvements to stations along the LOSSAN corridor in Orange County to facilitate connections to future high-speed rail systems, thereby ensuring Orange County's presence in the development and implementation of high-speed rail systems that will serve Orange County. One project, the Anaheim Regional Transportation Intermodal Center (ARTIC), moved forward to completion.

Cost:

M2 contributed \$35.29 million of the \$225.53 million cost of the ARTIC Project.

Status:

As part of EAP efforts, OCTA held a competitive call in 2009 for eligible station cities for the development and implementation of station projects in preparation of future high-speed rail systems. The cities of Anaheim, Fullerton, Irvine, and Santa Ana were awarded funding for planning of major expansions of their Metrolink Stations. The City of Anaheim received environmental clearance for the ARTIC project in early 2012. The completed facility opened to rail and bus service on December 6, 2014.

On December 14, 2015, the Board amended the M2 Ordinance and Transportation Investment Plan to officially close out Project T by considering the completion of ARTIC as fulfilling the intent of Project T, as the only Orange County station on the planned High-Speed Rail route. The remaining balance of M2 funds were then transferred to two projects in need:

the Metrolink Service Expansion Program (part of Project R), and the Fare Stabilization Program for Seniors and Persons with Disabilities (part of Project U).

Present Day:

In partnership with transportation agencies, corridor cities, and stakeholders, the California High-Speed Rail Authority in 2008 planned a High-Speed Rail system that was envisioned to extend as far north as Sacramento and as far south as San Diego with a connection in Anaheim. Work on the Central Valley segment from Bakersfield to Merced continues, however other areas of the system have been postponed.

Benefits:

Early completion of Project T allowed for investment in Orange County's rail system to facilitate the planned ultimate integration of various high-speed rail systems within the County. The project relocated the prior rail station from leased land in the Los Angeles Angels of Anaheim parking lot, to its new permanent location as a multi-modal station for all transit riders.

External Funding:

State: STIP totaling \$29.22 million.

Federal: CMAQ, Regional Surface Transportation Program, FTA Sections 5309 and 5337, FTA Bus Livability, and Highway Safety Improvement Program, totaling \$76.00 million.

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

M1 also provided \$87.02 million of which \$32.50 million for ROW will be repaid plus interest by the City of Anaheim by 2025.

Risks:

None – project is complete.

Related Projects:

California High-Speed Rail System.

Other Involved Agencies:

California High-Speed Rail Authority, Caltrans, cities of Anaheim, Fullerton, Irvine, and Santa Ana, CTC, FTA, and Metrolink.

Assumptions:

The California High-Speed Rail System will extend to the City of Anaheim as identified in their 2016 Business Plan.

References:

- M2 Eligibility Guidelines
- Section 5309 and 5337 Funding Guidelines
- California High-Speed Rail 2016 Business Plan
- December 2017 Project Status Report
- Capital Funding Program Report - Rail Project (June 2021)

U. Expand Mobility Choices for Seniors and Persons with Disabilities

Description:

Project U provides funding for three programs to expand mobility choices for seniors and persons with disabilities.

The SMP, administered by OCTA, was first established in 2001. For the first ten years, this program was supported with Transit Development Act funds. The allocation of Project U funding ensures the continuation of dedicated resources to sustain this program.

The SNEMT Program was established by the County of Orange in 2003, utilizing Tobacco Settlement Revenue (TSR) to fund the program. Project U funding supplements existing TSR resources to expand the capacity of the program and increase the number of available SNEMT trips.

The Fare Stabilization Program ensures that fares for seniors and persons with disabilities continue to be discounted at the same percentage as 2006 levels.

Program Funding:

Up to \$138.32 million will be provided between 2021 through 2030.

Status:

SMP: This program offers a variety of senior transportation resources. Participating cities determine the services that best meet the needs of the seniors in their community. Examples of services include transportation for medical, nutrition, shopping, and social trips. Currently, there are 32 cities

participating. As of June 2021, two cities' services remain temporarily suspended due to COVID-19.

SNEMT: This program is administered by the County of Orange Office on Aging and is carried out by two transportation contractors. This program provides approximately 140,000 annual trips under Project U for non-emergency services such as trips to doctor and dental appointments, therapy, dialysis, and pharmacy visits.

As of June 2021, more than \$36.00 million has supported over 123 million trips through the Fare Stabilization Program, \$26.50⁴ million provided 2.50 million trips through SMP, and \$28.60 million provided 1.38 million trips through the SNEMT Program since the inception of M2.

Fare Stabilization: In December 2015, the Board approved an amendment to the M2 Ordinance and Transportation Investment Plan that backfilled a funding shortfall identified in this program with remaining Project T funds. Effective January 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues. With the amendment, projected Fare Stabilization revenues are expected to be solvent through the life of the M2 Program.

Present Day:

Studies of senior mobility needs have identified seniors' preference for utilizing

⁴ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows OCTA to hold allocations in

reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the state of emergency or the agency resumes transportation services, whichever occurs first.

U. Expand Mobility Choices for Seniors and Persons with Disabilities

local, community-based transportation services rather than countywide or regional services.

The SMP allows participating cities to identify the specific mobility needs of the seniors in their communities and develop transportation programs to best meet those needs with available funding.

The SNEMT Program fills a gap in senior transportation services, as trips are often provided to seniors who do not qualify for ACCESS service, or to seniors whose advanced age or disposition make it difficult to use ACCESS service. Contracting with social service agencies to provide SNEMT services allows this program to provide enhanced service elements beyond the requirements of ACCESS, a paratransit service that complements OCTA's fixed route bus service and is provided to comply with ADA.

Benefits:

M2 funding of these programs, combined with OCTA ACCESS service and other senior transportation services funded with public and private resources, provide a menu of mobility options for Orange County seniors, allowing them to select the service that most appropriately meets their transportation need.

External Funding:

Local jurisdictions contribute a 20 percent match to their SMP services. A variety of funding sources are used by cities for their SMP match requirement, including general fund, Community Development Block Grants,

sponsorships, advertising revenue, and administrative in-kind resources. The County of Orange utilizes primarily TSR funds to meet their maintenance of effort requirement.

Risks:

Local jurisdictions must meet eligibility requirements and provide matching funds for SMP.

Related Projects:

Not Applicable.

Other Involved Agencies:

Nearly all local jurisdictions. Participating SMP cities include: Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach, Stanton, Tustin, Villa Park, Westminster, and Yorba Linda. The Orange County Office on Aging administers the SNEMT Program.

Assumptions:

Project U is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project U Funding and Policy Guidelines
- OCTA's Comprehensive Business Plan

V. Community Based Circulators

Description:

Project V provides funding to local jurisdictions through a competitive process to develop local bus transit services, such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services and meet local needs in areas not adequately served by regional transit. Projects need to meet performance criteria, connect to bus and rail services, and document financial viability to be considered for funding.

Program Funding:

\$68.52 million between 2021 through 2030.

Status:

Since M2 inception, the Board has approved \$52 million for 35 projects (Note: service expansions and/or extensions from the 2018 & 2020 calls are counted as separate projects) and ten planning studies through four calls.

Out of the 35 projects awarded by OCTA: 10 are currently active, 13 are suspended (or not initiated) due to COVID-19, nine have been cancelled (primarily due to low ridership), and three have been completed.

Present Day:

Project V helps address the regularly-expressed need for local community-based transit service by Orange County communities.

Benefits:

Community based circulators can provide relief to arterials in high traffic areas, and provide non-auto based mobility options that meet specific local needs.

External Funding:

The local match requirement for both capital and any operating funds authorized by the Board is a minimum of ten percent.

Risks:

Local jurisdictions must meet eligibility requirements to receive funding. Ability to sustain ridership will be key to moving projects forward. Continued social distancing may also impact ridership as services are re-initiated post-pandemic.

Related Projects:

Project S (some Project S and V routes could serve dual purposes).

Other Involved Agencies:

Participating local jurisdictions.

Assumptions:

Project V is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project V Guidelines
- OCTA's Comprehensive Business Plan

W. Safe Transit Stops

Description:

Project W provides funding for passenger amenities at the 100 busiest transit stops across Orange County. The intent is to assist bus riders in the ease of transfer between bus lines and provide passenger amenities.

Program Funding:

\$7.48 million between 2021 through 2030.

Status:

Since inception, the Board has approved over \$3.1 million for 122 stop improvements through three calls. To date, 43 stops have been completed, 69 stop improvements are either planned or underway, and ten improvements have been cancelled by the awarded agency.

Present Day:

High volume stops are eligible for funding providing needed passenger amenities commensurate with the volume of riders.

Benefits:

Eligible improvements in locations where such amenities do not exist to enhance the customer experience. Improvements include enhancements such as sun/rain protection, passenger seating, improved lighting, etc.

External Funding:

Minimal local match provided for design requests; the rest is 100 percent M2-funded up to the Project W funding caps. If over the cap, then additional local agency funds are required.

Risks:

Local jurisdiction-initiated: Local jurisdictions are responsible for amenities at bus stops. Depending on the amenities selected, long-term maintenance and costs could be required.

Related Projects:

Not Applicable.

Other Involved Agencies:

Local jurisdictions with a top 100 busiest stop are eligible to receive these funds.

Assumptions:

Project W is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project W Guidelines
- OCTA's Comprehensive Business Plan

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DELIVERY PLAN

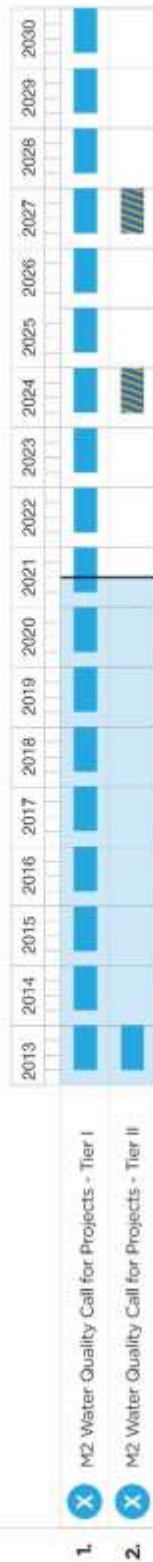
Environmental Cleanup Program

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 DELIVERY PLAN

OC Go Environmental Cleanup Grants and Call for Projects

Call for Projects
 Call for Projects to be determined based on revenue flow



Tier 1 grants program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices.

Tier 2 grants program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.

Environmental Cleanup Program



Overview:

The ECP (Project X) allocates approximately \$225 million toward improving overall water quality in Orange County from transportation related pollution. Project X was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for Project X:

- Provide supplemental funds (not supplant) for existing transportation related water quality programs.
- Allocate funds on a competitive basis to improve water quality standards in Orange County.
- Reduce transportation-generated pollutants along Orange County's streets, roads, and freeways.
- Implement best management practices to improve runoff from streets, roads, and freeways.

Additionally, as part of the overall M2 Plan, all M2 capital projects (freeway, street, and transit) must include water quality mitigation as part of their respective project scope and cost. Therefore, this source of funding is not eligible for environmental mitigation efforts.

Next 10 Plan Deliverables:

The Next 10 Plan for Project X recommends two major initiatives through 2030 consistent with the above framework:

1. Protect Orange County beaches by removing trash from entering waterways and inlets that ultimately lead to the ocean.
2. Work with the ECAC to develop the next tiers of water quality funding programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of Project X.

X. Environmental Cleanup Program

Description:

Project X implements street- and highway-related water quality improvement programs and projects that assist Orange County cities, the County of Orange and special districts in meeting federal Clean Water Act standards for urban runoff. Project X is intended to augment, not replace existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs.

In May 2010, the Board approved a two-tiered approach to fund Project X. The Tier 1 grant program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collect on roadways and in storm drains. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices.

The Tier 2 grant program consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales which mitigate pollutants such as heavy metals, organic chemicals, and sediment and nutrients.

Program Funding:

\$58.78 million between 2021 and 2030.

Status:

To date, the Board has awarded approximately \$27.36 million to fund 189 Tier 1 projects across the County through ten rounds of funding since M2 inception. An eleventh call was released in early 2021 for approximately \$2.8 million and

programming recommendations are anticipated in late summer. The Board has also awarded approximately \$27.89 million for 22 Tier 2 projects in 12 cities and the County of Orange.

The 2021 Next 10 Plan will continue to commit to annual Tier 1 calls. The timing for the next Tier 2 call is currently being evaluated, with future calls determined based on local jurisdiction interest and cash flow analysis.

Present Day:

Staff estimates that over 45 million gallons (approximately 105 football fields at one-foot deep) of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. As the equipment is in service over time, the volume of trash captured is expected to increase. The funded Tier 2 projects, once fully operational, have the potential to recharge 157 million gallons of groundwater annually.

Benefits:

Improvements funded through this program will improve overall water quality in Orange County. Funds allocated on a countywide competitive basis will assist agencies in meeting federal Clean Water Act requirements for controlling transportation-generated pollution.

External Funding:

Local jurisdictions are required to provide a 20 percent (Tier 1) and 50 percent (Tier 2) minimum local cash match. Tier 2 matching funds may be reduced, depending on project readiness and operations and maintenance above the ten-year minimum requirement.

X. Environmental Cleanup Program

Risks:

Local jurisdictions must meet eligibility requirements and timely-use-of-funds provisions to M2 receive funding.

Related Projects:

Not Applicable.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange). Third parties such as environmental organizations, homeowner's associations, non-profit groups, and water and wastewater public entities cannot be a lead agency applicant; however, they could jointly apply with an eligible applicant.

Assumptions:

Funds will be allocated on a countywide competitive basis to assist agencies with improving water quality related to transportation pollution.

References:

- M2 Eligibility Guidelines
- Project X Guidelines
- Tier 2 Grant Program Planning Study
- OCTA's Comprehensive Business Plan

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DELIVERY PLAN

Appendix

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Next 10 Plan Funding Assumptions

To determine the status of the M2 Program, staff reviewed and updated cash flows for the Next 10 Plan for each of the program elements to test whether commitments provided to the voters as part of the M2 approval in November 2006 remain achievable. The revenue assumptions are based on the 2021 M2 revenue forecast of \$13.2 billion using the latest M2 revenue forecast methodology approved by the Board. The Next 10 Plan also assumes approved TIFIA proceeds, FFGA, and net excess 91 Express Lanes revenues for eligible projects as well as the availability of a viable amount of discretionary federal and/or state funds from 2021 to 2041. Revenues and expenses were merged into a high-level cash flow model that will be refined through a Plan of Finance. Bonding assumptions were updated to determine the need to address projected negative ending balances by year (compared to a pay-as-you-go scenario) and are constrained to minimum debt coverage ratios. An M2 cash flow summary chart showing ending balances in all years is shown below.



Freeway Program

Revenues for the M2 Freeway Program assumed a proportional share (43 percent) of net M2 revenue. From inception to 2030, the Freeway Program would receive approximately \$2.85 billion in M2 revenue, \$694.74 million in bond proceeds (includes \$495.44 million in prior bond proceeds), and \$1.62 billion in state/federal grants, \$108.93 million in TIFIA proceeds, \$427.63 million in net excess 91 Express Lanes revenue for eligible projects, \$29.59 million in interest, and \$20 million transferred in

Next 10 Plan Funding Assumptions



from M1 for a total of \$5.75 billion in total revenue. Costs for the same period total \$5.47 billion (including debt service payments against prior bonding).

For the 2021 Next 10 Plan update, forecasted revenues and costs through 2041 were also tested for the complete M2 Freeway Program to ensure it could be delivered consistent with commitments. For projects currently in environmental or final design, project schedules and costs were based on data provided by OCTA's Project Controls Department. For projects that have not yet entered the environmental phase, cost estimates were prepared based on initial engineering estimates and schedules were prepared based on a scoring of congestion relief, project readiness, and cost escalation risks (associated with project delays). The 2021 update maintains just one bond issuance during the Next 10 Plan timeframe; the amount assumed decreased by approximately \$375 million from the 2020 Next 10 Plan and does not include any other issuances looking out to 2041. As always, bonding is constrained to legal debt coverage ratios, and a Plan of Finance is brought separately to the Board for approval at the time with refined bond assumptions.

Prior to FY 2020-21, 12 of the 30 freeway projects have been completed, as listed in the table below.

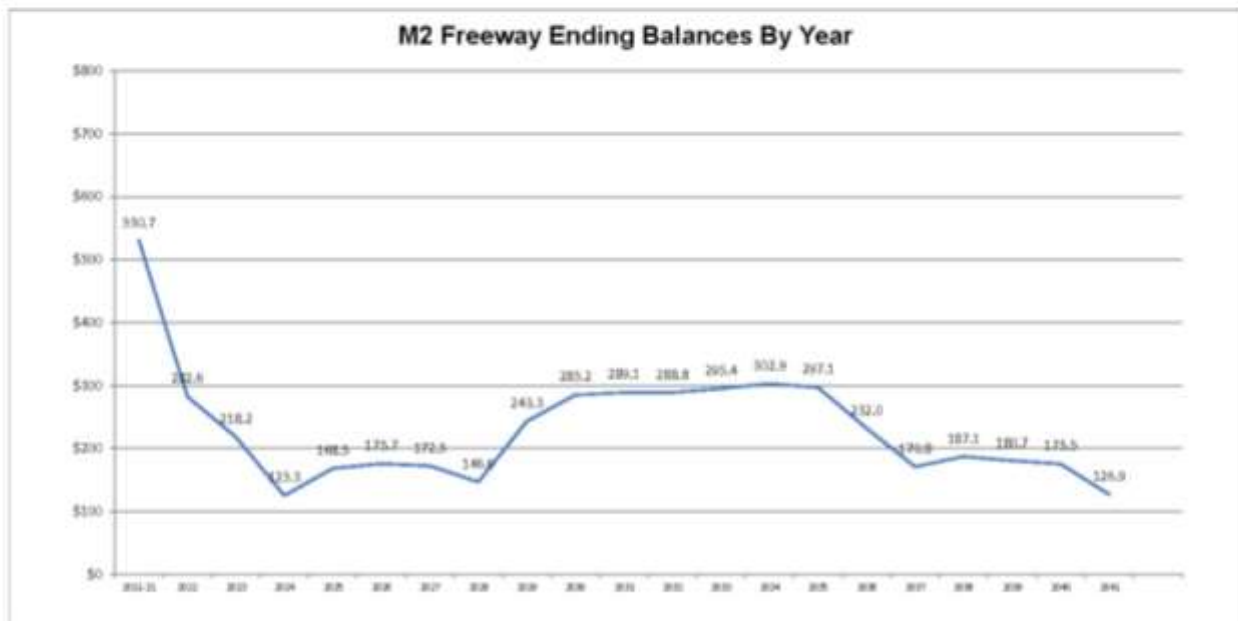
| Completed M2 Freeway Projects | | Construction Complete | Cost* |
|-------------------------------------|---|-----------------------|---------|
| 1. Project C, D | I-5 between Avenida Pico and Avenida Vista Hermosa/Avenida Pico Interchange | 2018 | \$83.6 |
| 2. Project C | I-5 between Avenida Vista Hermosa and Pacific Coast Highway | 2017 | \$75.3 |
| 3. Project C | I-5 between Pacific Coast Highway and San Juan Creek Road | 2018 | \$74.3 |
| 4. Project D | I-5, Ortega Highway Interchange | 2016 | \$79.8 |
| 5. Project E | SR-22 Access Improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard | 2008 | M1\$'s |
| 6. Project G | SR-57 Northbound from Katella Avenue to Lincoln Avenue | 2015 | \$38.0 |
| 7. Project G | SR-57 Northbound from Orangethorpe Avenue to Yorba Linda Boulevard | 2014 | \$52.3 |
| 8. Project G | SR-57 Northbound from Yorba Linda Boulevard to Lambert Road | 2014 | \$54.1 |
| 9. Project H | SR-91 Westbound from I-5 to SR-57 | 2016 | \$59.2 |
| 10. Project I | SR-91 Westbound from Tustin Avenue Interchange to SR-55 | 2016 | \$42.5 |
| 11. Project J | SR-91 between SR-55 to SR-241 | 2013 | \$79.7 |
| 12. Project J | SR-91 Eastbound from SR-241 to SR-71 | 2011 | \$57.8 |
| Completed M2 Freeway Projects Total | | | \$696.6 |

* Cost in millions

Next 10 Plan Funding Assumptions

2021 Next 10 Update - M2 Freeway Program Revenues, Estimated Costs, and Ending Balances (Millions of Dollars; Year of Expenditure)

| | M2 Projected Revenue A | Programmed Other Revenue B | Estimated Costs (YOE) C | Project Revenues - Costs D = A + B - C |
|---|---------------------------|-------------------------------|----------------------------|---|
| Project A (I-5, SR-55 to SR-57) | \$ 492.1 | \$ 36.2 | \$ 39.4 | \$ 488.9 |
| Project B (I-5, SR-55 to "Y") | \$ 314.3 | \$ 188.0 | \$ 430.9 | \$ 71.4 |
| Project C (I-5, South of "Y") | \$ 656.5 | \$ 445.2 | \$ 810.2 | \$ 291.4 |
| Project D (I-5 interchanges) | \$ 270.1 | \$ 83.8 | \$ 200.3 | \$ 153.4 |
| Project E (SR-22 access improvements) | \$ 125.6 | \$ - | \$ - | \$ 125.6 |
| Project F (SR-55 improvements) | \$ 383.2 | \$ 433.4 | \$ 634.5 | \$ 182.1 |
| Project G (SR-57 improvements) | \$ 270.9 | \$ 110.6 | \$ 430.1 | \$ (48.6) |
| Project H (SR-91, I-5 to SR-57) | \$ 146.6 | \$ 27.2 | \$ 59.2 | \$ 114.6 |
| Project I (SR-91, SR-57 to SR-55) ¹ | \$ 436.1 | \$ 455.3 | \$ 468.0 | \$ 423.4 |
| Project J (SR-91, SR-55 to OC/RC line) ¹ | \$ 368.7 | \$ 430.0 | \$ 437.5 | \$ 361.3 |
| Project K (I-405, I-605 to SR-55) ² | \$ 1,123.2 | \$ 244.3 | \$ 1,560.2 | \$ (192.6) |
| Project L (I-405, SR-55 to I-5) | \$ 334.7 | \$ 8.0 | \$ 262.4 | \$ 80.3 |
| Project M (I-605 access improvements) | \$ 20.9 | \$ - | \$ 29.0 | \$ (8.1) |
| Project N (Freeway Service Patrol) | \$ 157.0 | \$ - | \$ 157.7 | \$ (0.6) |
| Mitigation Program @ 5% | \$ 268.4 | \$ - | \$ 239.6 | \$ 28.9 |
| Transfer from M1 Savings | \$ - | \$ 20.0 | \$ - | \$ 20.0 |
| Interest Earnings | \$ - | \$ 29.6 | \$ - | \$ 29.6 |
| Bond Interest Costs ³ | \$ - | \$ - | \$ 348.1 | \$ (348.1) |
| Other Non-Programmed Revenue | \$ - | \$ 4.7 | \$ - | \$ 4.7 |
| Freeway Program Economic Uncertainties | \$ - | \$ - | \$ 1,650.7 | \$ (1,650.7) |
| Subtotal M2 Revenues and Costs: | \$ 5,368.4 | \$ 2,516.3 | \$ 7,757.8 | \$ 126.9 |
| 2041 Projected Balance: | | | | |



¹ \$691.8 million in 91 Express Lanes excess revenue has been incorporated into Other Revenues for portions of Project I (currently assumed at \$418.6 million) and Project J (currently assumed at \$273.2 million).

² \$108.9 million has been incorporated into Other Revenues for Project K. This is a direct benefit to the M2 portion of the I-405 Improvement Project, as the loan will be repaid with toll revenues and not M2.

³ Total debt service less bond proceeds.

Next 10 Plan Funding Assumptions



Streets and Roads

The M2 Streets and Roads Program consists of Project O (RCP), Project P (RTSSP), and Project Q (LFS). Combined M2 revenues for these programs assume a proportional share (32 percent) of net M2 revenue. From inception to 2030, the Streets and Roads Program would receive approximately \$2.12 billion in M2 revenue, \$37.70 million in interest, \$121.62 million in prior bond proceeds, and \$618.93 million in M1 and state/federal grants (primarily for the OC Bridges Program), for a total of \$2.89 billion in total revenue. This includes \$17.19 million in SB 1 funding leveraged for Project P. Costs for the same period would total approximately \$2.78 billion (including debt service payments against prior bonding).

Part of Project O includes the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF Railway in northern Orange County. These grade separations, listed in the table below, increased safety for everyone traveling through the intersections and eliminate delays caused by trains.

| Completed OC Bridges – Grade Separation Projects | | Construction Complete | Cost* |
|---|--|-----------------------|----------------|
| 1. Project O | Kraemer Boulevard (Placentia) | 2014 | \$63.8 |
| 2. Project O | Placentia Avenue (Placentia) | 2014 | \$64.5 |
| 3. Project O | Orangethorpe Avenue (Anaheim/Placentia) | 2016 | \$105.9 |
| 4. Project O | Tustin Avenue/Rose Drive (Anaheim/Placentia) | 2016 | \$96.6 |
| 5. Project O | Lakeview Avenue (Anaheim/Placentia) | 2017 | \$110.7 |
| 6. Project O | Raymond Avenue (Fullerton) | 2018 | \$126.2 |
| 7. Project O | State College Boulevard (Fullerton) | 2018 | \$99.6 |
| Completed OC Bridges – Grade Separation Projects Total | | | \$667.3 |

*Cost in millions

Next 10 Plan Funding Assumptions



Transit Program

The M2 Transit Program consists of Project R (High Frequency Metrolink Service), Project S (Transit Extensions to Metrolink), Project T (Metrolink Gateways), Project U (Seniors/Disabled Persons Mobility Programs), Project V (Community-Based Transit/Circulators), and Project W (Safe Transit Stops). Revenues for the M2 Transit Program assume a proportional share (approximately 25 percent) of net M2 revenue. From inception to 2030, the Transit Program would receive approximately \$1.66 billion in M2 revenue, \$51.68 million in prior bond proceeds, \$361.49 million in external revenue, \$45.65 million transferred from M1, and \$16.0 million in interest for a total of \$2.13 billion. The cash flow includes \$148.96 million in Federal New Starts funding, \$62.41 million in federal CMAQ, and \$25.51 million in State Cap-and-Trade for the OC Streetcar Project. Expenses for this same time period total \$2.02 billion (including debt service payments against prior bonding). The unprogrammed balance for Project S allows for the option of an additional future transit connection project.

Environmental Cleanup Program

The M2 ECP consists of Project X (Cleanup Highway and Street Runoff that Pollutes Beaches). Revenues for the M2 ECP assume two percent of gross annual M2 sales tax revenue. From inception to 2030, the ECP would receive approximately \$139 million in M2 revenue. Expenses for this same time period total \$98.55 million.

Common Abbreviations

| | |
|---|-------------------|
| Americans with Disabilities Act | ADA |
| Anaheim Regional Transportation Intermodal Center | ARTIC |
| Board of Directors | Board |
| BNSF Railway Company | BNSF |
| California Department of Fish and Wildlife | CDFW |
| California Department of Transportation | Caltrans |
| California Public Utilities Commission | CPUC |
| California State Transportation Agency | CalSTA |
| California Transportation Commission | CTC |
| Call for Projects | Call |
| Congestion Mitigation and Air Quality | CMAQ |
| Conservation Properties | Preserves |
| Coronavirus | COVID-19 |
| Early Action Plan | EAP |
| Environmental Cleanup Allocation Committee | ECAC |
| Environmental Cleanup Program | ECP |
| Environmental Impact Report | EIR |
| Environmental Impact Statement | EIS |
| Environmental Mitigation Program | EMP |
| Federal Highways Administration | FHWA |
| Federal Transit Administration | FTA |
| Fire Management Plan | FMP |
| Fiscal Year | FY |
| Freeway Service Patrol | FSP |
| Full Funding Grant Agreement | FFGA |
| High-Occupancy Vehicle | HOV |
| Infrastructure Construction Cost Index | ICCI |
| Interstate 15 | I-15 |
| Interstate 405 | I-405 |
| Interstate 5 | I-5 |
| Interstate 605 | I-605 |
| Local Fair Share | LFS |
| Los Angeles-San Diego-San Luis Obispo | LOSSAN |
| Master Plan of Arterial Highways | MPAH |
| Measure M | M1 |
| Measure M2 or Renewed Measure M | M2 |
| Natural Community Conservation Plan/Habitat Conservation Plan | Conservation Plan |
| Next 10 Delivery Plan | Next 10 Plan |
| Orange County Business Council | OCBC |
| Orange County Transportation Authority | OCTA |
| Ordinance No. 3 | M2 Ordinance |
| Pacific Coast Highway | PCH |
| Regional Capacity Program | RCP |

Common Abbreviations

| | |
|--|--------|
| Regional Traffic Signal Synchronization Program | RTSSP |
| Resource Management Plan | RMP |
| Right-of-Way | ROW |
| Riverside County Transportation Commission | RCTC |
| Senate Bill 1 | SB 1 |
| Senior Mobility Program | SMP |
| Senior Non-Emergency Medical Transportation | SNEMT |
| Service Authority for Freeway Emergencies | SAFE |
| State Highway Account | SHA |
| State Route 133 | SR-133 |
| State Route 22 | SR-22 |
| State Route 241 | SR-241 |
| State Route 55 | SR-55 |
| State Route 57 | SR-57 |
| State Route 71 | SR-71 |
| State Route 73 | SR-73 |
| State Route 74 | SR-74 |
| State Route 91 | SR-91 |
| State Transportation Improvement Program | STIP |
| State Water Resources Control Board | SWRCB |
| Tobacco Settlement Revenue | TSR |
| Transportation Infrastructure Finance and Innovation Act | TIFIA |
| United States Army Corps of Engineers | USACE |
| United States Fish and Wildlife Service | USFWS |
| Year of Expenditure | YOE |

2021 Updated Next 10 Delivery Plan
Measure M2 Program Cash Balance



2021 Updated Next 10 Delivery Plan Progress on Deliverables

Significant Measure M2 (M2) accomplishments and progress has been made since 2007. The Next 10 Delivery Plan (Next 10 Plan) is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period from fiscal year (FY) 2020-21 through FY 2029-30.

Freeways

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

Status:

The M2 Freeway Program is currently made up of 30 projects/project segments. Deliverable 1 includes 14 projects to be delivered through construction by FY 2029-30 as reflected in the table below. These projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. In January 2021, the Interstate 5 (I-5) project between State Route 55 (SR-55) and State Route 57 (SR-57) was completed. The remaining 13 projects included in Deliverable 1 are in or nearing design and construction.

| Completed | | Construction Complete | Cost |
|------------------------|--|------------------------------|-------------|
| 1. Project A | I-5 between SR-55 and SR-57 | 2021 | \$39.4 |
| In Construction | | Construction Complete | Cost |
| 2. Project C, D | I-5 between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange | 2025 | \$195.8 |
| 3. Project C, D | I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange | 2023 | \$203.1 |
| 4. Project C | I-5 between Alicia Parkway and El Toro Road | 2024 | \$165.9 |
| Project C, D | I-5 between SR-73 and El Toro Road Landscaping | 2026 | \$12.4 |
| 5. Project K | Interstate 405 (I-405) between SR-73 and Interstate 605 (I-605) | 2024 | \$1,560.2 |
| In Design | | Construction Complete | Cost |
| 6. Project B | I-5 between Yale Avenue and SR-55 | 2028 | \$200.4 |
| 7. Project F | SR-55 between I-405 and I-5 | 2026 | \$503.2 |
| 8. Project I | State Route 91 (SR-91) between SR-55 and Lakeview Avenue | 2027 | \$100.9 |

| In Design | | Construction Complete | Cost |
|---------------------|---|-----------------------|-----------|
| 9. Project I | SR-91 between La Palma Avenue and SR-55 | 2028 | \$208.4 |
| 10. Project I | SR-91 between Acacia Street and La Palma Avenue | 2028 | \$116.2 |
| 11. Project M | I-605 Katella Avenue Interchange | 2025 | \$29.0 |
| In Environmental | | Construction Complete | Cost |
| 12. Project B | I-5 between I-405 and Yale Avenue | 2029 | \$230.5 |
| 13. Project F | SR-55 between I-5 and SR-91 | 2029 | \$131.3 |
| 14. Project G | SR-57 Northbound from Orangewood Avenue to Katella Avenue | 2027 | \$71.8 |
| Deliverable 1 Total | | | \$3,768.5 |

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

Status: The four remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2030, making them shelf-ready for future advancement. These projects will continue to be reevaluated for earlier delivery as the Next 10 Plan is reviewed annually.

| Remaining Projects | | Environmentally Clear/ Shelf-Ready | Cost |
|-------------------------------------|--|---------------------------------------|----------------------|
| 1. Project D | I-5 El Toro Road Interchange | 2022 | \$120.5 ¹ |
| 2. Project G | SR-57 Northbound from Lambert Road to Tonner Canyon Road | 2025 | \$213.9 ¹ |
| 3. Project J | SR-91 between State Route 241 and Interstate 15 | 2030 | \$300.0 ¹ |
| 4. Project L | I-405 between I-5 and SR-55 | 2018 | \$262.4 |
| Remaining M2 Freeway Projects Total | | | \$896.8 ² |

¹ These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

² The total will be revised once the three remaining projects (projects D, G, and J) complete environmental clearance and have a selected project alternative.

Streets and Roads

- 3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system, synchronize signals (Project O and P) and continue flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs, as appropriate (Project Q).**

Status: As of June 2021, the Orange County Transportation Authority (OCTA) has awarded approximately \$455.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual calls for projects (call). Additionally, \$512.9 million in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

Transit

- 4. Maintain Metrolink service and complete rail station improvements (Project R).**

Status: The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to the coronavirus (COVID-19) pandemic. Metrolink is gradually adding service back based on projections of ridership growth. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements, such as the Anaheim Canyon Metrolink Station improvement project, which began construction in May 2021.

A recent impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente. In September 2021, tidal surges along with a failing slope severely degraded the railroad track structure. OCTA owns the railroad right-of-way in the affected area. Metrolink has performed the majority of the emergency repair work with contract forces on behalf of OCTA. These repairs are being funded from the commuter rail fund. More enduring treatments are in the early stage of planning to ensure the stability of the tracks in this area. Future updates to the Next 10 Plan will need to consider the financial implications of the additional track improvement needs.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center through downtown Santa Ana and the Civic Center to Harbor Boulevard in the

City of Garden Grove. Activities underway include construction of the tracks, installation of rail and overhead poles, communication with third parties on utility relocation, and continued coordination with the Federal Transit Administration. Other significant activities include construction of the maintenance and storage facility. OCTA has also issued a limited notice to proceed for the operations and maintenance contract. The first seven cars are in the final stages of equipping and the last car is in final assembly. Construction is anticipated to be complete in 2023.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$91.7 million³ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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).

Status: Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. The most recent Project V call was programmed by the OCTA Board of Directors (Board) on April 13, 2020. As of June 2021, ten projects are active, 13 have been cancelled (primarily due to low ridership), nine are suspended or not initiated as a result of the COVID-19 pandemic, and three have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation, especially in light of the COVID-19 pandemic.

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

Status: Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is

³Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The funds will be held until the State lifts the state of emergency or the agency resumes transportation services, whichever occurs first.

designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. To date, 43 improvements have been completed, 69 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

Environmental

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

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

OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of June 30, 2021, the endowment balance was \$19,181,289, and performed above original projections due to higher investment earnings and lower fees.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$27 million in funding for 189 Tier 1 projects through ten calls and \$27.9 million for 22 Tier 2 projects through two calls.

Measure M2

2021 UPDATE

NEXT 10

DELIVERY PLAN

Overview

- Purpose
- Accomplishments
- Financial Outlook
- Deliverables
- Next Steps



M2 Delivery Plans

- Purpose

- Confirm promised plan can be delivered
- Ensure financial sustainability
- Implement projects and programs expeditiously

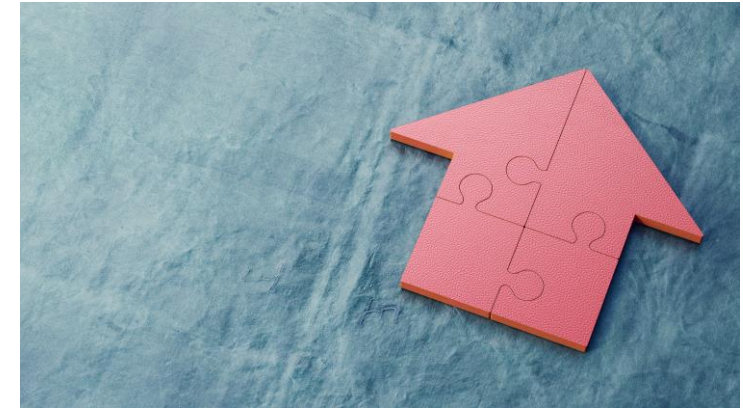


- Work to date:

- ✓ Early Action Plan (2007-2012)
- ✓ M2020 Plan (2012-2020)
- ✓ Next 10 Plan (2017-2026)
Updates in 2017, 2018, 2019, and 2020
- ✓ Next 10 Plan-2020 Plan horizon extended (2021-2030)

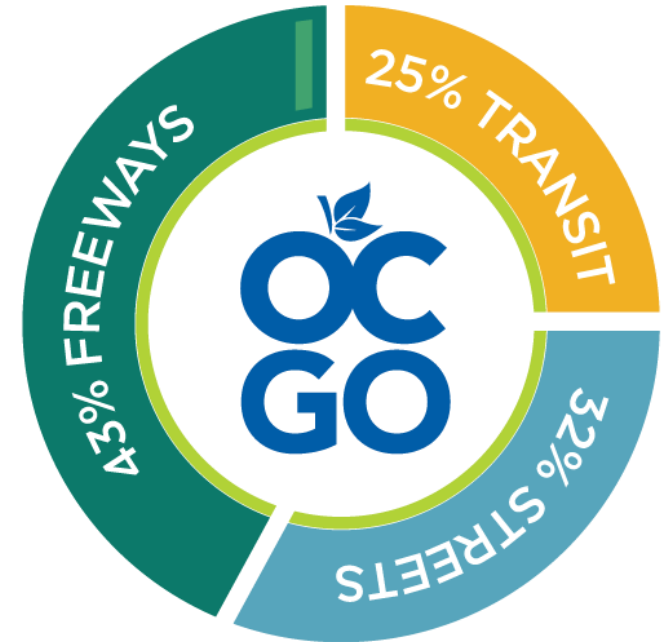
M2 Accomplishments to Date

- Freeways
 - ✓ 13 projects completed
 - ✓ 611,000 motorist assists/lane clearances
 - ✓ Endowment to protect mitigation properties
- Streets and Roads
 - ✓ 151 street capacity improvement projects
 - ✓ 120 signal synchronization projects
 - ✓ \$513 million in flexible funding distributed
- Transit
 - ✓ Expanded Metrolink service
 - ✓ Station, track, and grade crossing improvements
 - ✓ OC Streetcar underway
 - ✓ \$92 million for expanded mobility choices for of seniors and persons with disabilities
 - ✓ 112 bus stop enhancements
 - ✓ 26 community-based circulators
- Environmental Cleanup
 - ✓ 196 water quality projects
 - ✓ 45 million gallons of trash collected



Financial Framework

- Revenue:
 - \$13.2 billion of M2 funds
 - \$3.5 billion of external funds
- Single bond issuance of \$200 million in 2023
- Minimum debt service coverage ratio of 5.9x
- Minimum cash balance of \$283 million
- Ending cash balance of \$216 million in 2041



ENVIRONMENTAL



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



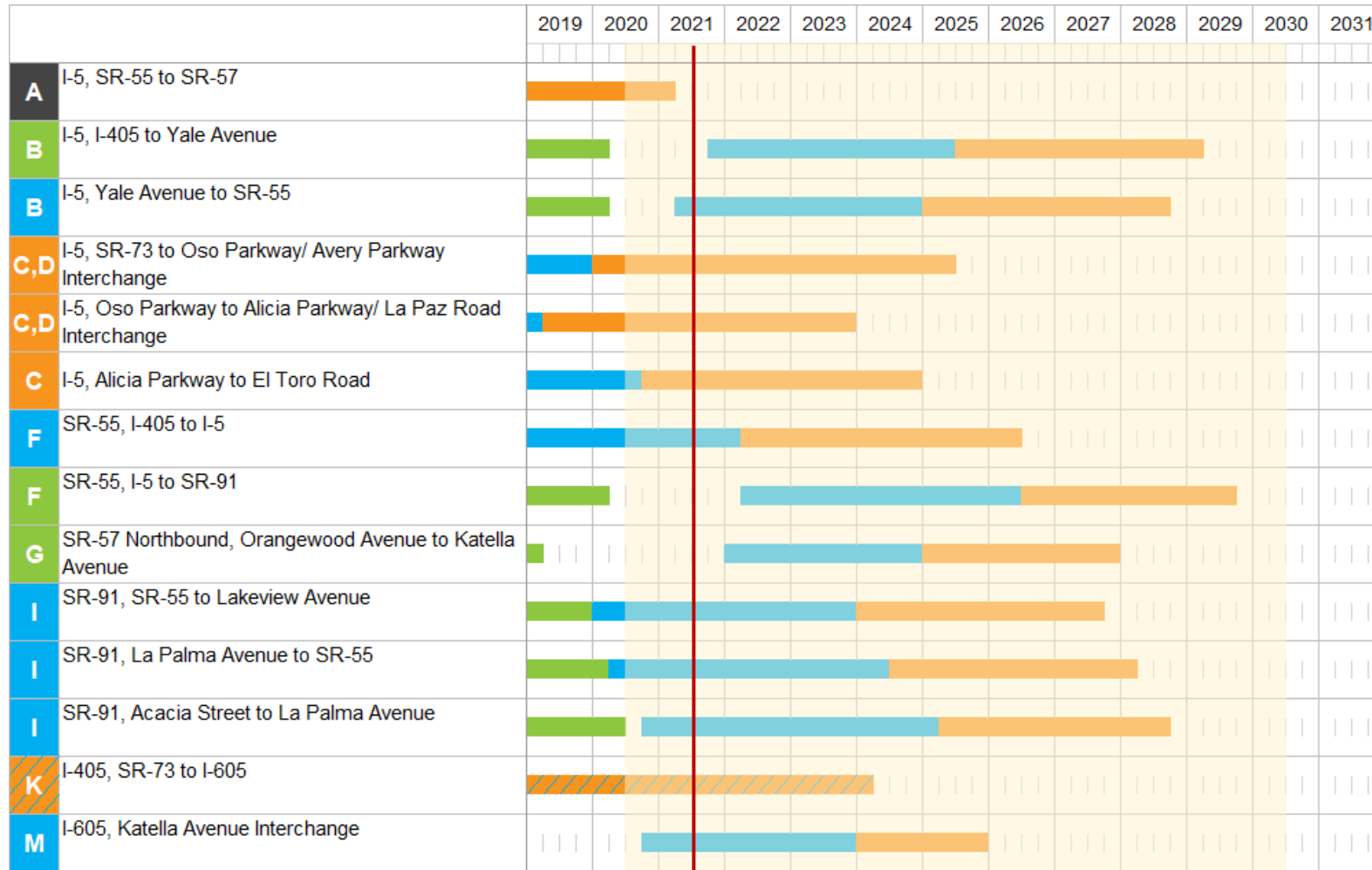
A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

Next 10 Plan Deliverables Summary

- Freeways
 - Deliver 14 freeway projects
 - Continue annual endowment deposits
- Streets and Roads
 - Return 18 percent to local agencies for transportation needs
 - Provide annual grants to address street bottlenecks and gaps
 - Fund ongoing coordination of 2,200 traffic signals
- Transit
 - Continue operation of Metrolink and fund station improvements
 - Complete OC Streetcar construction and begin operations
 - Offer enhanced mobility options for seniors and persons with disabilities
 - Continue to support local transit circulators
- Environmental Cleanup
 - Provide ongoing grants for water cleanup

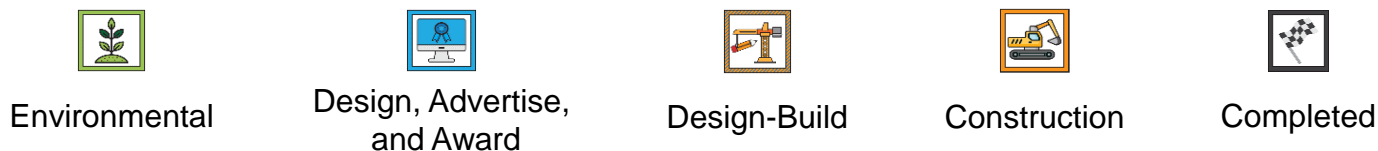


M2 Freeway Program



- 14 freeway projects to be delivered in Next 10 Plan timeframe
- Nine freeway projects under construction in 2025

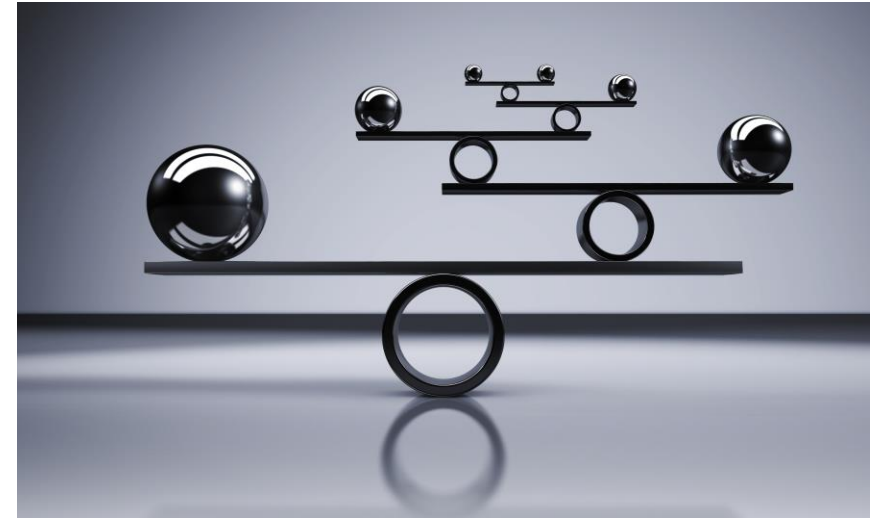
I-5 – Interstate 5
I-405 – Interstate 405
I-605 – Interstate 605
SR-55 – State Route 55
SR-57 – State Route 57
SR-73 – State Route 73
SR-91 – State Route 91



M2 Program Cash Balance

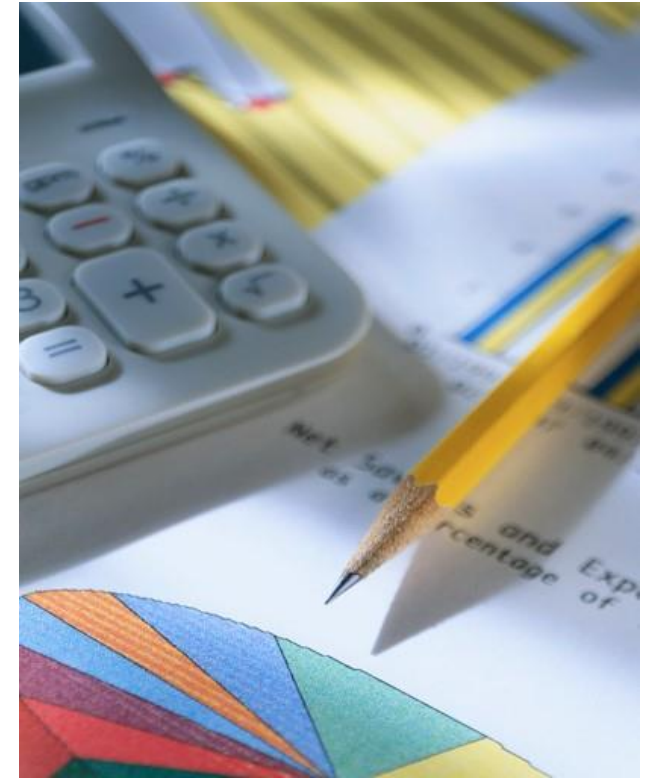


- Funding
 - Increased market pressures
 - Changing external funding opportunities
- Regulatory
 - New environmental requirements
 - Project approvals



2021 Update - Key Takeaways

- M2 revenue recovering and approaching pre-pandemic level
- High inflationary environment anticipated in 2022, 2023, and 2024
- Continued investments to all modes
- M2 plan deliverable as promised



- Distribute the updated Next 10 Plan to local jurisdictions and stakeholders
- Work with transportation partners on delivery of the Next 10 Plan
- Monitor the risks associated with the changing environment and return to the Board of Directors with updates as appropriate

