



Orange County Transportation Authority

Executive Committee Agenda Monday, March 4, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Tam T. Nguyen, Chair
Doug Chaffee, Vice Chair
Andrew Do, Regional Transportation Planning, Chair
Michael Hennessey, Finance & Administration, Chair
Fred Jung, Transit, Chair
Donald P. Wagner, Legislative & Communications Chair

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

EXECUTIVE COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Do

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Item 1)

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

1. Approval of Minutes

Clerk of the Board

Recommendation

Approve the minutes of the February 5, 2024 Executive Committee meeting.

Attachments:

[Minutes](#)

Regular Calendar

2. Amendment to Agreement for General Counsel Legal Services

Jennifer L. Bergener

Overview

The Orange County Transportation Authority uses an external law firm to provide general counsel and liability defense services. Woodruff and Smart has provided these services since 1991 and was re-selected through a competitive process in 1994 and 2014. The current contract expires December 31, 2024. Staff is recommending an extension of this contract for an additional five years.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 13 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff and Smart to extend the agreement for five years to provide general counsel legal services for the Orange County Transportation Authority.

EXECUTIVE COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

3. Board of Directors' Meeting Streaming

Ron Wolf/Andrew Oftelie

Overview

The Board of Directors requested staff to explore options to gain an understanding of opportunities for streaming Board of Directors' meetings. Currently, every Board of Directors and committee meeting is live-streamed and options exist to incorporate live video streaming. The options vary in cost and quality and are categorized as single camera, multiple cameras, and multiple cameras with advanced features which may require professional services. An overview of these options and associated costs are provided in this report.

Recommendation

Receive and file as an informational item.

Attachments:

[Staff Report](#)

[Presentation](#)

4. Adopt Executive-level Salary Ranges to Satisfy a California Public Employees' Retirement System Requirement

Karen DeCrescenzo/Maggie McJilton

Overview

Executive-level salary ranges for fiscal years 2018-19 through 2023-24 are needed to satisfy a requirement of the California Public Employees' Retirement System for a publicly available pay schedule that has been adopted by the Board of Directors. This action will support Orange County Transportation Authority employees who are covered under this plan.

Recommendation

Adopt executive-level salary ranges for fiscal years 2018-19 through 2023-24 (July 1, 2018 through June 30, 2024).

Attachments:

[Staff Report](#)

[Attachment A](#)

EXECUTIVE COMMITTEE MEETING AGENDA

5. **Measure M2 Quarterly Progress Report for the Period October 2023 through December 2023**

Francesca Ching/Kia Mortazavi

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the second quarter of fiscal year 2023-24 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

Discussion Items

6. **Public Comments**

7. **Chief Executive Officer's Report**

8. **Committee Members' Reports**

9. **Adjournment**

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

9:00 a.m. on Monday, April 1, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



Committee Members Present

Tam T. Nguyen, Chair
Doug Chaffee, Vice Chair
Andrew Do
Fred Jung
Donald P. Wagner

Staff Present

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

Committee Members Absent

Michael Hennessey

Call to Order

The February 5, 2024, Executive Committee regular meeting was called to order by Chair Nguyen at 9:00 a.m.

Special Calendar

1. Committee Meeting 2024 Schedule

A motion was made by Director Do, seconded by Director Wagner, and declared passed by those present, to approve the 2024 Executive Committee meeting calendar.

2. Roles and Responsibilities of the Executive Committee

A motion was made by Director Do, seconded by Director Wagner, and declared passed by those present, to approve the 2024 Executive Committee Roles and Responsibilities.

Consent Calendar (Items 1 and 2)

3. Approval of Minutes

A motion was made by Director Do, seconded by Vice Chair Chaffee, and declared passed by those present, to approve the minutes of the December 4, 2024, Executive Committee meeting.



4. Amendment to Agreement for Service and Maintenance of Security Systems

A motion was made by Director Do, seconded by Vice Chair Chaffee, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-2-2893 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$468,333, for additional project support services. Amending this agreement will increase the maximum obligation of the agreement to a total contract value of \$708,333.

Regular Calendar

5. Second Quarter Fiscal Year 2023 24 Capital Action Plan Performance Metrics

James G. Beil, Executive Director of Capital Programs, provided a presentation on this item.

Following the discussion no action was taken on this receive and file as an information item.

6. Proposed Revisions to Orange County Transportation Authority's Procurement Policies and Procedures

A motion was made by Director Jung, seconded by Director Do, and declared passed by those present, to adopt the proposed revisions to the Orange County Transportation Authority's Procurement Policies and Procedures and authorize staff to implement the recommended changes related to piggybacking.

Discussion Items

7. Public Comments

There were no Public Comments received.

8. Chief Executive Officer's Report

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

- Rail update
- Local fair share funding



9. Committee Members' Reports

No Committee Members' Reports.

10. Adjournment

The meeting adjourned at 9:18 a.m.

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

9:00 a.m. on Monday, March 4, 2024

OCTA Headquarters
550 South Main Street
Orange, California



March 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for General Counsel Legal Services

Overview

The Orange County Transportation Authority uses an external law firm to provide general counsel and liability defense services. Woodruff and Smart has provided these services since 1991 and was re-selected through a competitive process in 1994 and 2014. The current contract expires December 31, 2024. Staff is recommending an extension of this contract for an additional five years.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 13 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff and Smart to extend the agreement for five years to provide general counsel legal services for the Orange County Transportation Authority.

Discussion

The Orange County Transportation Authority (OCTA) has contracted with an external law firm to provide general counsel and liability defense services since its formation. When OCTA was formed in 1991, OCTA utilized the services of Rourke, Woodruff & Spradlin to provide general counsel and legal defense services. Rourke, Woodruff & Spradlin has had a handful of name changes since that time and is currently named Woodruff & Smart (Woodruff). In 1994, OCTA competitively bid these services and awarded a contract to Woodruff that had no expiration date.

In 2014, General Counsel, Mr. Kennard Smart, who had served in this capacity for 22 years, announced his retirement from Woodruff. At that time, the Board of Directors (Board) chose to issue a request for proposals (RFP) for general counsel and legal defense services.

In November 2014, Woodruff was selected by the Board to continue to provide these services for an initial term of five years with one five-year option term. Mr. James Donich, Mr. David DeBerry, and Mrs. Cassie Trapesonian are named as key personnel on the contract and Mr. Donich has served as General Counsel since that time. The Board exercised the option term with Woodruff in June 2019. The current contract expires on December 31, 2024.

Woodruff has performed well as OCTA's general counsel. Over the last ten years, Woodruff has provided counsel for all Board and committee meetings, supported labor negotiations, supported and reviewed countless contracts and other documents, negotiated numerous property transactions, settlement agreements, negotiated global settlement agreements for projects and provided general counsel on countless issues. OCTA is currently engaged in numerous activities that would make transitioning to a different external law firm less than optimal and could potentially hurt OCTA. These activities include claims made by the construction contractor for the OC Streetcar Project, closeout of the Interstate 405 Improvement Project, issues related to a new rail maintenance facility in the City of Irvine, issues related to a new commuter rail station in the City of Placentia, ongoing issues related to interpretations of the Measure M2 Ordinance, master agreements and negotiations with other stakeholders related to a connector of the 241 to the 91 Express Lanes, and multiple coastal rail issues.

In order to ensure continuity of counsel and maintain the best interest of OCTA, staff is recommending a five-year extension to the current agreement, with all terms and conditions remaining in effect for the extension of this agreement. All three named key personnel are still with the firm and planned to remain for the duration. The price for services is clearly outlined in the contract and adjusts on an annual basis based on changes in the Consumer Price Index. Additionally, OCTA can terminate this agreement at any time at its sole discretion.

If the Board chooses not to extend this agreement, a new RFP would need to be issued. In that scenario, staff would bring the RFP release to the Board for approval on March 25, 2024 with an anticipated approval by the Board at its July 8, 2024 meeting. This would allow for sufficient time to transition these services if a new firm was selected.

Procurement Approach

This procurement was originally handled in accordance with OCTA's Board-approved procedures for professional and technical services. On November 24, 2014, the Board approved the award of the agreement with Woodruff to provide general counsel legal services. The original agreement was

awarded on a competitive basis and includes a five-year initial term, with one, five-year option term. The option term expires on December 31, 2024. The agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 13 is to extend the agreement for a five-year period, effective January 1, 2025 through December 31, 2029. An annual rate adjustment equal to the Consumer Price Index for the U.S. Department of Labor Consumer Price Index – all Urban Consumers for Los Angeles – Riverside – Orange County was negotiated in the original contract and will continue to apply through the extended term as originally negotiated. Approval of an extension will allow Woodruff to continue providing general counsel legal services through December 31, 2029.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2023-24 Budget, Finance and Administration, Account No. 1210-7511-A5200-DN6 and is funded through local funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 13 to Agreement No. C-4-1816 between the Orange County Transportation Authority and Woodruff and Smart to extend the agreement for five years to provide general counsel legal services for the Orange County Transportation Authority.

Attachment

- A. Woodruff and Smart Agreement No. C-4-1816 Fact Sheet

Approved by:



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



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

**Woodruff and Smart
Agreement No. C-4-1816
Fact Sheet**

1. November 24, 2014, Agreement No. C-4-1816, approved by the Board of Directors (Board).
 - Woodruff, Spradlin and Smart, to provide General Counsel legal services.
 - Initial term effective for a five-year term with one, five-year option term.
2. June 29, 2016, Amendment No. 1 to Agreement No. C-4-1816, approved by Contracts Administration and Materials Management (CAMM).
 - Amendment to add additional key personnel.
3. January 25, 2017, Amendment No. 2 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
4. January 16, 2018, Amendment No. 3 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
5. January 1, 2019, Amendment No. 4 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
6. June 10, 2019, Amendment No. 5 to Agreement No. C-4-1816, approved by the Board.
 - Exercise the option term extending the agreement through December 31, 2024.
7. October 28, 2019, Amendment No. 6 to Agreement No. C-4-1816, approved by CAMM.
 - To add labor category of “Law Clerk” to list of positions.

8. January 1, 2020, Amendment No. 7 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
9. January 1, 2021, Amendment No. 8 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
10. January 1, 2022, Amendment No. 9 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
11. January 1, 2023, Amendment No. 10 to Agreement No. C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
12. May 1, 2023, Amendment No. 11 to Agreement No. C-4-1816, approved by CAMM.
 - Change the corporate name to Woodruff & Smart.
13. January 1, 2024, Amendment No. 12 to Agreement C-4-1816, approved by CAMM.
 - To revise the fee structure to incorporate an annual increase.
14. March 11, 2024, Amendment No. 13 to Agreement C-4-1816, pending approval by the Board.
 - To extend contract term for five-years.



March 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Board of Directors' Meeting Streaming

Overview

The Board of Directors requested staff to explore options to gain an understanding of opportunities for streaming Board of Directors' meetings. Currently, every Board of Directors and committee meeting is live-streamed and options exist to incorporate live video streaming. The options vary in cost and quality and are categorized as single camera, multiple cameras, and multiple cameras with advanced features which may require professional services. An overview of these options and associated costs are provided in this report.

Recommendation

Receive and file as an information item.

Background

The technology used in the Orange County Transportation Authority (OCTA) boardroom has evolved over time. The use of the current system Granicus and associated tools started in 2007 with recording and webcasting the audio of Board of Directors' (Board) meetings. The use of Granicus was expanded in 2009 to include digital agendas. With portable technology becoming mainstream in 2011, an initiative was put forth to deliver agendas electronically via the use of iPads in order to decrease the cost of printing and courier services to deliver printed copies to Board Members.

In 2011 and 2015, live video streaming options for Board meetings were discussed by the Orange County Transportation Authority's (OCTA) Executive Committee and Board. In 2011, the Board decided not to move forward due in part to concerns over the expense of installing added functionality at a time following service reductions and budget constraints along with low utilization of existing live audio stream. In 2015, the Board also decided not to move forward

with video streaming, but to prepare for its possible use in the future by including video cabling during the construction of the current boardroom.

Discussion

Currently, OCTA provides live and archived audio streaming of Board and committee meetings. While there is no legal requirement to provide video streaming of Board meetings, OCTA strives for an inclusive and accessible process by providing the live and archived audio feature. Additionally, presentations are streamed live with the audio giving constituents a near in-person experience. A full catalog of past agenda packets is also publicly available on OCTA's public website dating back to February 14, 2005.

Should OCTA consider adding video streaming of Board meetings, there are a range of technical options available. These options vary in terms of quality of hardware, features, sophistication, quality of output, and cost. The lower cost automated system uses artificial intelligence (AI) for camera control whereas a higher cost system may utilize multiple people delivering a television broadcast-ready product. These options are discussed in further detail below beginning with the most simplistic and lowest cost to the more advanced and higher cost.

The first option would be to deploy an Owl 3 (Owl) 360-degree camera in the center of the dais. The Owl is completely controlled by AI and follows activity in the room based on voice and motion. It provides a 360-degree image along the top of the screen and provides up to three segmented videos of activity below the 360-degree image. This is the lowest cost option, but given the reliance on AI to track motion and voices, limitations include the potential of tracking Board Members entering and exiting the room and focusing on Board Members who may be speaking to each other while not being the primary speaker.

The second, or mid-range option, includes some capabilities of a high-end option, but not at the same level of sophistication and quality. This system would include four to five pan-tilt-zoom cameras with predefined zoom locations to highlight speakers. It would also include the ability to show on-screen graphics (including date and time), company name and logo, item number, and speaker's name and title. A single person located off premises would control the streaming content. This person would also control the onscreen graphics, cameras, zoom location, and video feed.

The third option is a high-end option with the most sophistication. It would include four to five pan-tilt-zoom cameras with predefined zoom locations to highlight speakers. The onscreen graphics would include a banner at the bottom of the screen and time and date in the upper right-hand corner. The banner at

the bottom of the screen would be completely customizable and could include items such as speaker name and title, item number, item title, and scrolling information to include larger item descriptions. Multiple people would be on premises to control the onscreen graphics, cameras, zoom locations, and video feed. With this option, the selection of the choices would be more fluid and timelier while producing a broadcast quality stream.

The cost difference between the three options varies widely based on the difference in quality of hardware, features, sophistication, and output. The below table breaks down the estimated costs per option.

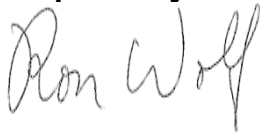
	Granicus (current system)	Option 1 Owl 3	Option 2 Cameras – Off Premise Control	Option 3 Cameras – On Premise Control
Startup	\$0.00	\$1,150	\$75,000	\$243,000
Annual	\$0.00	\$0	\$48,000	\$358,000
First year	\$0.00	\$1,150	\$123,000	\$601,000

Summary

OCTA currently streams live audio and presentations for all Board and committee meetings, and makes archived agendas and past live streams available via the OCTA website. Three options for including live video streaming of all Board and committee meetings are discussed herein for informational purposes.

Attachment

None.

Prepared by:

Ron Wolf
Senior Section Manager, Information
Systems Technology & User Support
(714) 560-5548

Approved by:

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

Board of Directors' Meeting Streaming

Boardroom Technology

- Granicus Software (2007)
 - Audio webcasting of Board of Directors' (Board) meetings
 - Archives audio webcasts
- Digital Agendas (2009)
- Tablets (2011)
- New boardroom (2016)

Options

- Current system
Granicus
- Option #1
Single camera, low quality, no features
- Option #2
Multiple cameras, limited quality, limited features
- Option #3
Multiple cameras, high quality, more features

Current System – Granicus

Orange County Transportation Authority
This Meeting Is Audio Only

OCTA

Board Meeting

Index Share Download Embed

Call to Order

Invocation

Pledge of Allegiance

1. 24-5388 Closed Session

2. 23-5249 Board of Directors and Chief Executive Officer Initiatives and Action Plan

Consent Calendar (Items 3 through 21)

20. 24-5366 Measure M2 Annual Eligibility Review

9. 24-5387 Proposed Revisions to Orange County Transportation Authority's Procurement Policies and Procedures

11. 23-5184 2023 Orange County Complete Streets Program Project Prioritization Recommendations

Agenda Streaming Video Support

1 of 15

Orange County Transportation Authority
Board Agenda
Monday, February 12, 2024 at 9:00 a.m.
550 South Main Street, Orange, California

Board Members
Tam T. Nguyen, Chair
Doug Chaffee, Vice Chair
Ashleigh Aitken
Valerie Amezcua
Andrew Do
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Michael Hennessey
Fred Jung
Farrah N. Khan
Stephanie Klopfenstein
Vicente Sarmiento
John Stephens
Donald P. Wagner
Vacant, Ex-Officio

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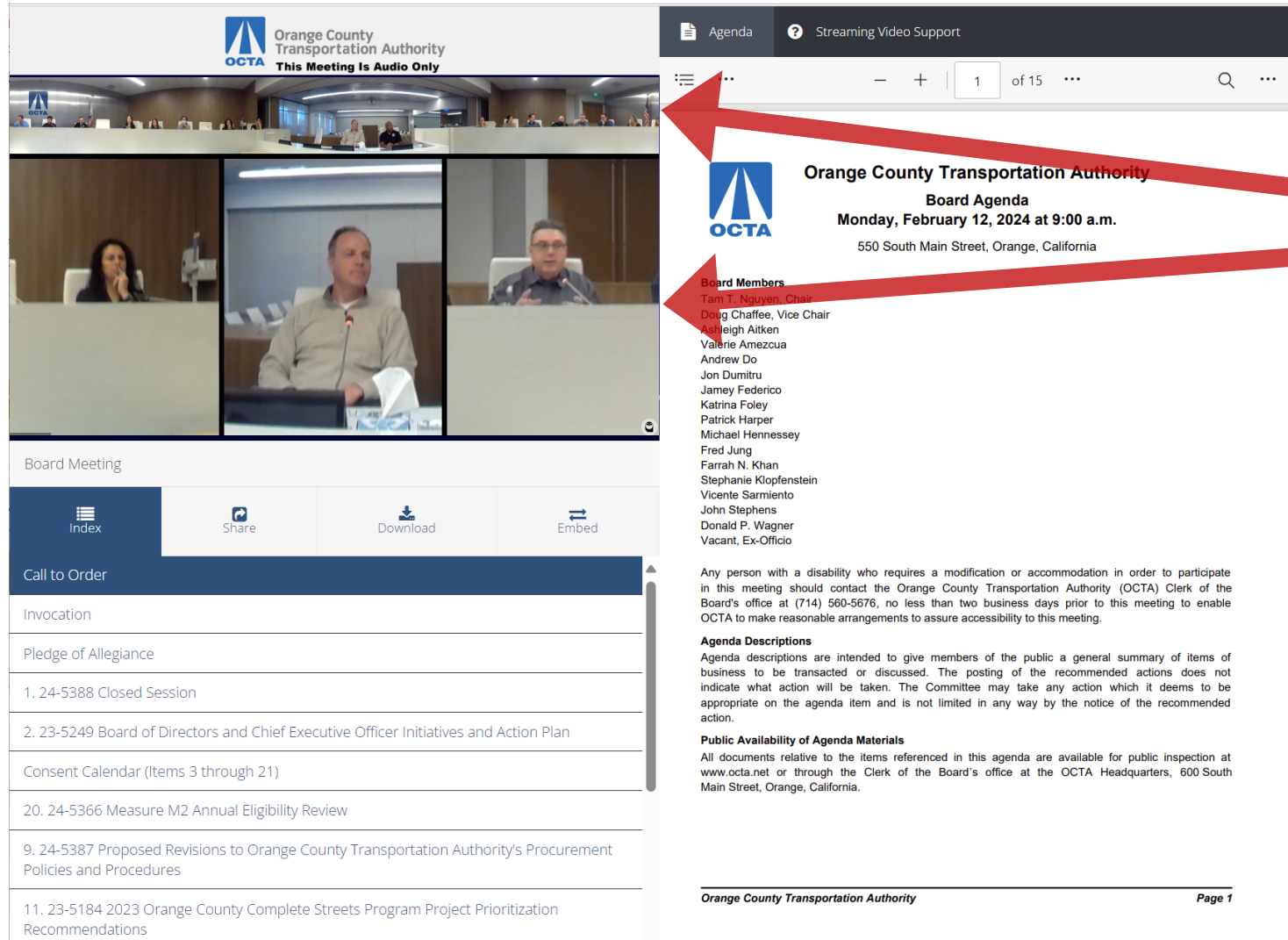
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Features:

- Video window shows OCTA logo or presentations.
- List of book marked items. Click on the link and it will go to that item in the meeting recording.
- Agenda synopsis. Scroll up or down to view agenda items.

Option #1 – Single Camera/Low Quality



Orange County Transportation Authority
This Meeting Is Audio Only

Agenda Streaming Video Support

1 of 15

Orange County Transportation Authority
Board Agenda
Monday, February 12, 2024 at 9:00 a.m.
550 South Main Street, Orange, California

Board Members
Tam T. Nguyen, Chair
Doug Chaffee, Vice Chair
Ashleigh Aitken
Valerie Amezcua
Andrew Do
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Michael Hennessey
Fred Jung
Farrah N. Khan
Stephanie Klopfenstein
Vicente Sarmiento
John Stephens
Donald P. Wagner
Vacant, Ex-Officio

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Orange County Transportation Authority Page 1

Board Meeting

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Call to Order

Invocation

Pledge of Allegiance

1. 24-5388 Closed Session

2. 23-5249 Board of Directors and Chief Executive Officer Initiatives and Action Plan

Consent Calendar (Items 3 through 21)

20. 24-5366 Measure M2 Annual Eligibility Review

9. 24-5387 Proposed Revisions to Orange County Transportation Authority's Procurement Policies and Procedures

11. 23-5184 2023 Orange County Complete Streets Program Project Prioritization Recommendations

Features:

- 360-degree view of dais at top.
- Automatically switches between 1, 2, or 3 frames depending on how long they are talking. Frames may include 1-4 people.
- Highlights people as they walk in or out.
- Lower video quality.
- No onscreen features.

Option #2 – Multiple Camera/Limited Quality

DART Let's Go.

Jan 23, 2024 Board Meeting

Full agenda Share this video

1 of 2

Quorum = 10

Agenda

Dallas Area Rapid Transit
6:00 P.M. BOARD OF DIRECTORS' MEETING
Tuesday, January 23, 2024 – Board Room
1401 Pacific Ave., Dallas, Texas 75202

General Items:

1. Approval of Minutes: December 12, 2023
2. Announcements
3. This item will be discussed at the Committee-of-Whole meeting only.
4. Public Hearing for a Service Plan Amendment to Locate a Silver Line Shiloh Road Equipment Maintenance Facility in Plano, Texas
5. Public Comments

Consent Items:

Administration

6. Approval of Contract for Lawson Maintenance and Support (Mark Enoch/Elizabeth Reich)
7. Approval of Contract for Oracle Database Licenses (Mark Enoch/Elizabeth Reich)

Development

8. Appointment of Directors to the Regional Rail Right-of-Way Company Board of Directors (Patrick J. Kennedy/Dee Leggett)
9. Approval to Increase Contract Value for the Design-Build Contract for the Silver Line Regional Rail Project to Include Design and Construction Changes for the Carrollton Multi-Modal Transit Hub Project (Patrick J. Kennedy/Dee Leggett)
10. Approval of 2024 Service Changes and Route 883 Schedule Adjustments and Acceptance of Service Equity Assessment Results (Patrick J. Kennedy/Dee Leggett)

Video index

1. Approval of Minutes: December 12, 2023
2. Announcements
13. Approval of Contract for Third-Party Report Allocating DART's Operating Costs by City (Paul N. Wageman/Elizabeth Reich)
14. Approval of FY 2024 20-Year Financial Plan (Paul N. Wageman/Elizabeth Reich)
- 4. Public Hearing for a Service Plan Amendment to Locate a Silver Line Shiloh Road Equipment Maintenance Facility in Plano, Texas**
5. Public Comment
- Consent Items
12. Approval of an Extension to a Limited Waiver of DART's Post-Employment Personnel Policy for Assistant Chief of Police (Mark Enoch/Nadine S. Lee)
15. +Approval of Contract for Consolidated Light Rail Vehicle and Bus Cleaning and Disinfecting Services (Flora M. Hernandez/Bernard Jackson)

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Features:

- 4 - 5 cameras providing wide shot and predefined zoom locations to highlight speakers quickly.
- Onscreen graphics displays date and time, company name and logo, and item number and title or speakers name and title.
- Cameras and on-screen graphics controlled by remote person.
- Camera and on-screen graphics are slow to adjust.

Option #3 – Multiple Camera/High Quality

Board of Supervisors
County of Orange, California

January 23, 2024
12:11:24pm

ITEM 24.
Approve recommended positions on introduced or amended legislation and/or consider other legislative subject matters - All Districts

Board Meeting Morning

Index Share Embed

23. Approve contract MA-299-24010676 with Discovery Science Center of Orange County dba Discovery Cube Orange County for strategic marketing and outreach services, 3/1/24 - 2/28/27 (\$2,873,334); renewable for one additional two-year term; and authoriz

24. Approve recommended positions on introduced or amended legislation and/or consider other legislative subject matters - All Districts

25. Adopt resolution delegating authority to Chief Real Estate Officer or designee to execute donated space agreements for use of non-County real property on a rent-free basis under certain conditions - All Districts

26. Approve amendment 21 to contract MA-017-16010665 with Level 3

Agenda Streaming Video Support

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A G E N D A
REGULAR MEETING OF THE BOARD OF SUPERVISORS
ORANGE COUNTY, CALIFORNIA
Tuesday, January 23, 2024
9:00 A.M. Presentations
9:30 A.M. Regular Business
BOARD HEARING ROOM, FIRST FLOOR
400 W. Civic Center Drive
Santa Ana, California
DONALD P. WAGNER
CHAIRMAN
Third District
DOUG CHAFFEE
VICE CHAIRMAN
Fourth District
VICENTE SARMIENTO
SUPERVISOR
Second District
ANDREW DO
SUPERVISOR
First District
KATRINA FOLEY
SUPERVISOR
Fifth District
COUNTY EXECUTIVE OFFICER
Frank Kim
COUNTY COUNSEL
Leon J. Page
CLERK OF THE BOARD
Robin Stieler
This agenda contains a brief description of each item to be considered. Except as provided by law, no action shall be taken on any item not appearing in the agenda. To speak on an item, complete a Speaker Request Form(s) identifying the item(s) and deposit the completed form(s) in the box to the left of the podium. To speak on a matter not appearing in the agenda, but under the jurisdiction of the Board of Supervisors, you may do so during Public Comments at the end of the meeting. Speaker request forms must be deposited prior to the beginning of the consent calendar, the reading of the individual agenda items, the opening of the public hearing and/or the beginning of Public Comments. When addressing the Board, it is requested that you state your name and city of residence for the record. Members of the public desiring to speak should address all remarks and questions to the Board. Speakers may address the Board on up to three occasions, with three minutes allotted to the speaker per occasion. PowerPoint and video presentations must be requested in advance of the meeting through the Clerk.
Supporting documentation is available for review in the Clerk of the Board of Supervisors office: 400 W. Civic Center Drive, First Floor, Room 110, Santa Ana, 92701 8:00 am - 5:00 pm, Monday-Friday.
The Agenda is available online at: <https://board.ocgov.com/meetings-agendas>
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Features:

- 4-5 cameras providing wide-shot and predefined zoom locations to highlight speakers quickly.
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- Name and title as needed.
- Item number with scrolling description or speakers name and title.
- Cameras and on-screen graphics controlled by on-site people.
- End product is high-quality and broadcast ready.

Live Views and Costs

Views:

- Three Board meetings in 2024 had an average of 156 live views
- Views are typically split between:
 - OCTA staff – 50 percent
 - External views - 50 percent

Estimated Costs:

	Status Quo	Option 1	Option 2	Option 3
Startup	\$0	\$1,150	\$75,000	\$243,000
Annual	\$0	\$0	\$48,000	\$358,000
1st year	\$0	\$1,150	\$123,000	\$601,000



March 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Adopt Executive-Level Salary Ranges to Satisfy a California Public Employees' Retirement System Requirement

Overview

Executive-level salary ranges for fiscal years 2018-19 through 2023-24 are needed to satisfy a requirement of the California Public Employees' Retirement System for a publicly available pay schedule that has been adopted by the Board of Directors. This action will support Orange County Transportation Authority employees who are covered under this plan.

Recommendation

Adopt executive-level salary ranges for fiscal years 2018-19 through 2023-24 (July 1, 2018 through June 30, 2024).

Background

The Orange County Transportation Authority (OCTA) was formed in 1991, combining the seven separate Orange County agencies that managed transportation planning and programs. While most of the employees within each of these agencies were covered under the Orange County Employees Retirement System (OCERS), employees from one of the agencies were covered under the California Public Employees' Retirement System (CalPERS). Those employees were grandfathered into the CalPERS system. OCTA has one remaining employee covered exclusively under CalPERS who plans to retire on March 24, 2024. In addition, OCTA has employees who have worked at other public agencies so they will have a blended retirement with CalPERS and OCERS.

OCTA's Personnel and Salary Resolution (PSR), which is approved annually by the Board of Directors (Board) along with the annual budget, provides salary ranges for each administrative position, except for "executive" positions.

Executive positions are clearly defined in the Board-approved PSR and include Chief Executive Officer (CEO), Deputy CEO, Chief Operating Officer, Chief Financial Officer, Executive Director, Director, and General Manager. Additionally, the PSR clearly states in Section 5.2 that the Board has delegated the authority to establish salaries for "executive employees" to the CEO. The PSR is supported by numerous Human Resources policies that serve as the cornerstone of OCTA's organizational structure. They outline the meticulous analysis process utilized in establishing all salary parameters, a process consistently applied across the organization, including executive positions. Further, in an effort to be transparent, all executive employee salaries are available on the OCTA website.

During the process of providing information and documentation to CalPERS for the last covered executive employee, CalPERS staff cited California Code of Regulations, Title 2, Section 570.5, Requirement for a Publicly Available Pay Schedule, which became effective in 2011. In essence, this regulation requires salary ranges to be approved by each agency's governing body for every employee. While OCTA has had many executive-level employees retire from OCERS in the past without incident based on the information in the PSR that is annually approved by the Board, CalPERS is requiring more specific information for the last remaining employee at OCTA covered exclusively under CalPERS.

In an effort to fulfill this requirement and to support any future CalPERS-covered executive employees, staff is requesting that the Board approve the salary ranges on Attachment A, for fiscal years 2018-19 through 2023-24. The timeframe of those fiscal years will validate compensation for the pending retiree. The salary ranges on Attachment A are inclusive of all executives, except the CEO, and are based on the lowest and highest paid executives in those years. The CEO is not included in the attached salary ranges since the CEO has an employment contract that is separately approved by the Board.

There is no financial impact to this request.

Summary

Staff proposes that the Board adopt executive-level salary ranges for fiscal years 2018-19 through 2023-24, in order to satisfy a requirement of CalPERS. This action will support OCTA's last remaining CalPERS-covered executive employee who plans to retire on March 24, 2024.

Attachment

- A. Orange County Transportation Authority Executive Salary Ranges, Fiscal Year 2018-19 to 2023-24

Prepared by:



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Manager, Human Resources
714-560-5547

Approved by:



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

**Orange County Transportation Authority
Executive Salary Ranges**

Fiscal Year (FY) 2018-19 (July 1, 2018 to June 30, 2019)		
<i>For pay purposes, pay rate is effective the first day of the pay period that includes July 1 which was June 24, 2018.</i>		
Title	Minimum Hourly	Maximum Hourly
Chief Operating Officer	\$84.14	\$136.06
Deputy CEO*	\$84.14	\$136.06
Director	\$84.14	\$136.06
Executive Director	\$84.14	\$136.06
General Manager	\$84.14	\$136.06
LOSSAN Managing Director**	\$84.14	\$136.06

FY 2019-20 (July 1, 2019 to June 30, 2020)		
<i>For pay purposes, pay rate is effective the first day of the pay period that includes July 1 which was June 23, 2019.</i>		
Title	Minimum Hourly	Maximum Hourly
Chief Financial Officer	\$85.83	\$141.41
Chief Operating Officer	\$85.83	\$141.41
Deputy CEO	\$85.83	\$141.41
Director	\$85.83	\$141.41
Executive Director	\$85.83	\$141.41
General Manager	\$85.83	\$141.41
LOSSAN Managing Director	\$85.83	\$141.41

FY 2020-21 (July 1, 2020 to June 30, 2021)		
<i>No salary structure/range adjustments or merit increases in FY 2020-21</i>		
Title	Minimum Hourly	Maximum Hourly
Chief Financial Officer	\$85.83	\$141.41
Deputy CEO	\$85.83	\$141.41
Deputy CEO/Chief Operating Officer	\$85.83	\$141.41
Director	\$85.83	\$141.41
Executive Director	\$85.83	\$141.41
General Manager	\$85.83	\$141.41
LOSSAN Managing Director	\$85.83	\$141.41

FY 2021-22 (July 1, 2021 to June 30, 2022)		
<i>For pay purposes, pay rate is effective the first day of the pay period that includes July 1 which was June 20, 2021.</i>		
Title	Minimum Hourly	Maximum Hourly
Chief Financial Officer	\$97.57	\$145.37
Deputy CEO/Chief Operating Officer	\$97.57	\$145.37
Director	\$97.57	\$145.37
Executive Director	\$97.57	\$145.37
General Manager	\$97.57	\$145.37
LOSSAN Managing Director	\$97.57	\$145.37

FY 2022-23 (July 1, 2022 to June 30, 2023)

For pay purposes, pay rate is effective the first day of the pay period that includes July 1 which was June 19, 2022.

Title	Minimum Hourly	Maximum Hourly
Chief Financial Officer	\$100.97	\$152.64
Chief Operating Officer	\$100.97	\$152.64
Deputy CEO	\$100.97	\$152.64
Director	\$100.97	\$152.64
Executive Director	\$100.97	\$152.64
General Manager	\$100.97	\$152.64
LOSSAN Managing Director	\$100.97	\$152.64

FY 2023-24 (July 1, 2023 to June 30, 2024)

For pay purposes, pay rate is effective the first day of the pay period that includes July 1 which was June 18, 2023.

Title	Minimum Hourly	Maximum Hourly
Chief Financial Officer	\$103.37	\$159.51
Chief Operating Officer	\$103.37	\$159.51
Deputy CEO	\$103.37	\$159.51
Director	\$103.37	\$159.51
Director Operations	\$103.37	\$159.51
Executive Director	\$103.37	\$159.51
General Manager	\$103.37	\$159.51
LOSSAN Managing Director	\$103.37	\$159.51


**Deputy CEO - Deputy Chief Executive Officer*

**LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency*



March 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of October 2023 through December 2023

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the second quarter of fiscal year 2023-24 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance that 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, safeguards, and transparency provisions 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 and program-level staff reports on the status of various initiatives included in the Plan.

Discussion

This quarterly report reflects activities and progress across all M2 programs for the period of October 1, 2023, through December 31, 2023 (Attachment A). The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included. Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities.

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

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 13 project segments are complete and another 14 are underway and expected to be completed by 2030. The group of projects that are underway includes five projects that are in construction, eight that are in final design, and a joint project with Riverside County Transportation Commission. The joint project will improve State Route 91 between State Route 241 and State Route 71. Completing these 14 projects would bring the total number of completed projects to 27 by 2030, equating to approximately 90 percent of the M2 Freeway Program. The remaining three project segments are in various stages of project development. A notable freeway program highlight that occurred during the quarter is below.

- Interstate 405 between State Route 73 and Interstate 605 – As the project neared substantial completion, more frequent updates were presented to the Board (October 23, 2023, and November 27, 2023) providing progress on construction, risk monitoring, and outreach efforts. On December 1, 2023, OCTA held a dedication event to celebrate the successful completion of all 18 bridge reconstructions, freeway lanes, and on- and off-ramps. Remaining project activities include landscaping, installation of bridge lighting, cultural resources restoration, and punch-list items, which are anticipated to be completed in early 2024. (Project K)

Streets and Roads

Since 2011, over \$1.1 billion¹ has been allocated to local jurisdictions for transportation improvements through the M2 Streets and Roads Program, which includes two competitive and one formula-based funding programs. In addition, OCTA was able to leverage nearly \$53.9 million in external funding to support these programs. To date, 469 project phases have been allocated through M2 competitive streets and roads funding programs, of which 332 phases, or approximately 71 percent, have been completed. Notable streets and roads highlights that occurred during the quarter are below.

- Applications for the 14th call for projects (call) for the Regional Capacity Program and Regional Traffic Signal Synchronization Program were received on October 26, 2023, and are currently under review. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Program guidelines, programming recommendations are anticipated to be presented for Board consideration in mid-2024. (Project O and Project P)
- Through the Local Fair Share program, 18 percent of M2 net revenues are allocated by formula to eligible local jurisdictions. During the quarter, \$13.2 million was disbursed, bringing the total provided through December 2023 to nearly \$700 million¹. (Project Q)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding rail improvements to improve operations and transit connections to extend the reach of the service. Compared to the same quarter last year, ridership levels increased by 17.3 percent; however, total boardings on the three lines are approximately 55 percent lower than pre-pandemic levels due to shifts in travel patterns and availability of work-from-home options. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink (\$483,133 to date), community-based transit circulators (\$42 million to date), and bus stop improvements (\$2.9 million to date). In addition, M2 provides a set amount of

¹ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

annual funding to support three programs intended to expand mobility options for seniors and persons with disabilities (\$125 million² to date). Other notable transit program activities from the quarter are below.

- **OC Streetcar** – A quarterly update was presented to the Board on October 23, 2023, providing information on the status of construction activities, vehicle manufacturing, and public outreach. Construction milestones during the quarter include the completion of the Santa Ana River and Westminster bridges, installation of tracks and overhead contact system poles on Santa Ana Boulevard from Bristol Street to Mortimer Street and reopening of the Santa Ana Boulevard and Santiago Street intersection. (Project S)
- **Community-Based Transit Circulators** – This program provides competitive funding to local jurisdictions for local transit services designed to complement regional transit services. On November 13, 2023, the Board approved revisions to the Comprehensive Transportation Funding Program guidelines and issued the fifth call. Applications were received on January 25, 2024, and programming recommendations are anticipated to be presented to the Board in mid-2024. (Project V)

Environmental Programs

The M2 program includes two innovative programs: the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological habitat impacts of M2 freeway projects.

Since 2011, the ECP has allocated more than \$60.2 million to local jurisdictions for 209 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 69.5 million gallons of trash have been captured since the inception of the program, which equates to over 12,000 trash truck loads of garbage that could have been deposited in Orange County streams and waters. The next Tier 1 and Tier 2 calls are anticipated to be released in early 2024.

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

² Only includes disbursed funds. On May 22, 2023, the Board determined that the City of Cypress was ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an endowment that is being established. OCTA has made eight deposits of approximately \$2.9 million into the endowment and as of December 31, 2023, the balance of the endowment was \$27.6 million. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in fiscal years (FY) 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

An update for the EMP was provided to the Board on December 11, 2023, which included progress on the Conservation Plan, coordination efforts with Southern California Edison, and projects that have benefited from the program. The 2022 Conservation Plan Annual Report, which highlights the implementation process for calendar year 2022, was reviewed and finalized in November 2023 and is available for public review on the OCTA website. The annual report for 2023 is anticipated to be shared with the Environmental Oversight Committee and Board in mid-2024.

PMO

Next 10 Delivery Plan (Next 10 Plan) – To ensure and reconfirm the ability to deliver M2 through 2041, staff annually reviews the Board-adopted commitments in the Next 10 Plan. On November 13, 2023, the Board adopted the 2023 update of the Next 10 Plan, which outlines a near-term work plan spanning FY 2022-23 through FY 2031-32. This update incorporated the latest data available: \$14.8 billion M2 sales tax revenue forecast, market conditions forecast and risk analysis, and project schedules and estimates. The 2023 Next 10 Plan confirms that the Plan remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring.

Challenges

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

- At the direction of the Board, OCTA receives biannual updates of market conditions, key indicators analysis, and forecast that provide insight into potential project delivery cost drivers. On October 9, 2023, the fall 2023 analysis and forecast were presented to the Board. While the report anticipated potential tempering of inflationary pressures in 2024, 2025, and 2026, the construction market continues to experience escalation of materials and labor pricing. The Federal Highway Administration maintains the National Highway Construction Cost Index (NHCCI), which reflects quarterly cost increases equivalent to a 15.3 percent annual inflation rate. Since the end of 2020, the NHCCI shows that highway

construction costs have increased by 59.3 percent. This will have impacts on estimates and forecast costs of projects not yet in the construction phase. Staff will continue to monitor the construction market and report to the Board as appropriate.

- Metrolink is currently operating Orange County rail services at approximately 85 percent of pre-pandemic levels. Despite ridership continuing to improve quarter-over-quarter, ridership is still below pre-pandemic levels. As reported in the 2023 Next 10 Plan, without changes in service planning, ridership growth, as well as operations and rehabilitation costs, the current service cannot be sustained beyond FY 2031-32. OCTA has proposed to program Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink service. If this is approved in the coming months, the one-time infusion of external funds is anticipated to extend Metrolink operations through FY 2037-38. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.
- Railroad track stabilization and protection efforts in south Orange County have become a major focus area, given its importance to the continued operation of Metrolink and Amtrak passenger rail services in Orange County and freight services throughout the corridor. Over the past three years, the City of San Clemente's eroding bluffs on both city and private property, have repeatedly forced closure of the rail line, which has operated largely uninterrupted for more than 125 years.

In August 2023, the Board selected a consultant to prepare the South Coast Rail Infrastructure Feasibility Study and Alternative Concepts Analysis to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to evaluate potential long-term solutions which may include relocation of the rail line. The lead agency for the long-term study has not been identified. However, OCTA, in conjunction with other regional agencies, has requested the State assume a larger role in this effort. OCTA will remain an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

- The OC Streetcar project has faced unforeseen utility conflicts and conditions, contaminated soils, construction quality control and contractor non-compliance, oversight and approvals, and several change requests, which affect operational-related milestones such as vehicle delivery and testing. In fall 2022, OCTA worked with the Federal Transit Administration (FTA) on a comprehensive project risk, cost, and schedule assessment, consistent with achieving 75 percent construction completion. The FTA identified a cost of \$579.16 million to complete the project and a

risk-based revenue service date of August 2025. Staff will continue assessing project risks and make regular reports to the Board.

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

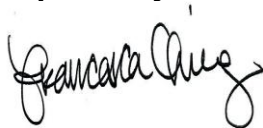
Summary

A quarterly report covering activities from October 2023 through December 2023, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website.

Attachment

- A. Measure M2 Quarterly Progress Report, Second Quarter of Fiscal Year 2023 - 24, October 1, 2023 through December 31, 2023

Prepared by:



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Measure M2 Program Management Office
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Approved by:



Kia Mortazavi
Executive Director, Planning
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MEASURE M2 QUARTERLY PROGRESS REPORT

Second Quarter of Fiscal Year 2023 – 24
October 1, 2023 through December 31, 2023

Second Quarter Highlights:

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



Local Tax Dollars at Work





Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from October 1, 2023, through December 31, 2023, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

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



The cover photo shows transportation leaders and elected officials at the Interstate 405 (I-405) Improvement Project at a dedication event on December 1, 2023. As promised to voters through M2, this project added one general purpose lane in each direction of I-405 between Euclid Street and Interstate 605 (I-605), improved streets and freeway on- and off-ramps, and reconstructed 18 bridges, many now featuring new sidewalks and bicycle lanes.



Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

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Local Tax Dollars at Work

MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



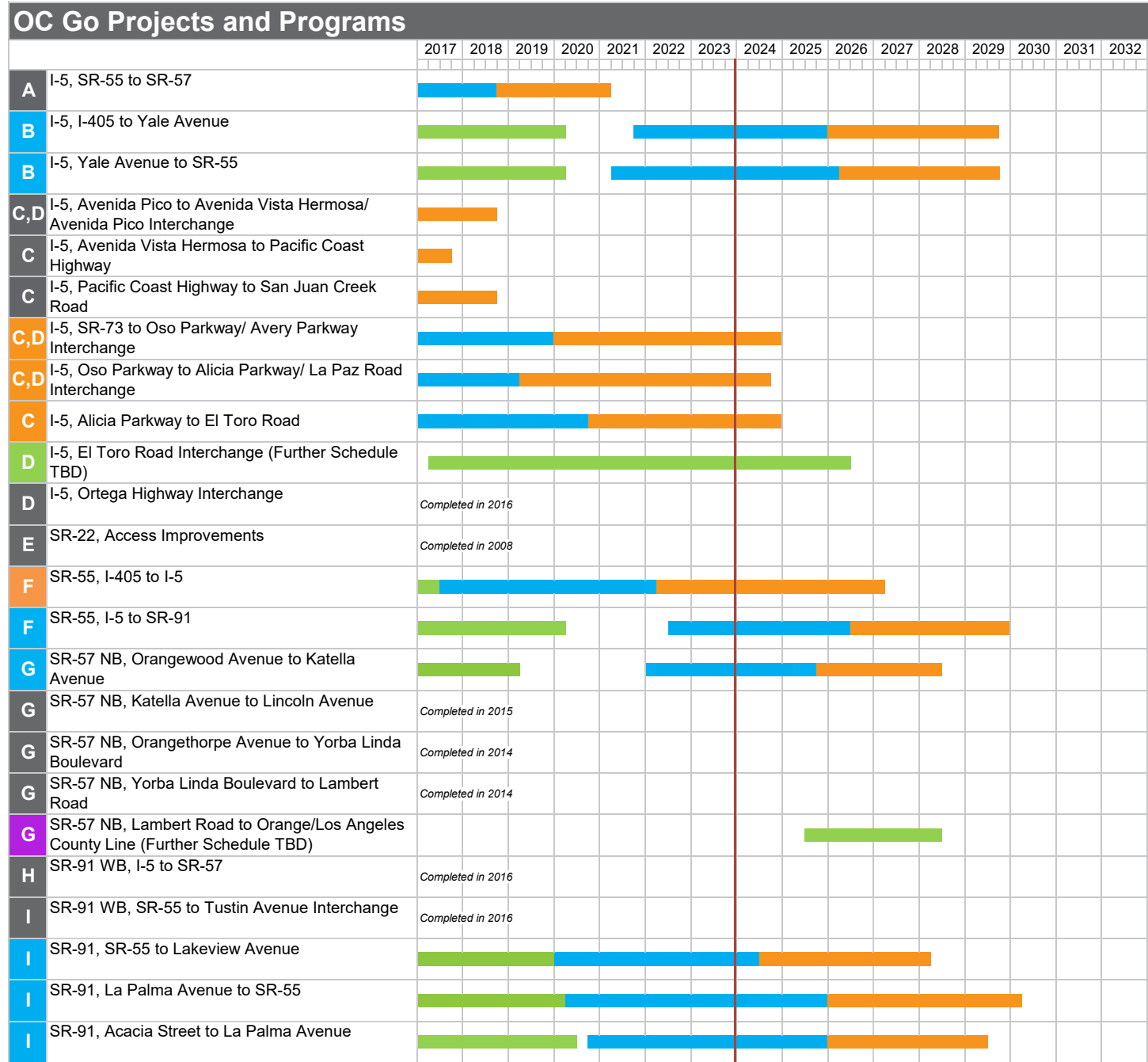
Design-Build



Construction



Complete



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

¹ Projects managed by local agencies

For full project schedules, see <https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-projects-projects/#/schedule>



MEASURE M2 PROJECT SCHEDULES

OC Go Projects and Programs		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
J	SR-91, SR-55 to SR-241	Completed in 2013															
J	SR-91 EB, SR-241 to SR-71	Completed in 2011															
J	SR-91, SR-241 to Orange/Riverside County Line (Further Schedule 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 <https://octa.net/programs-projects/programs/oc-go-measure-m/oc-go-programs-projects/#/schedule>

MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

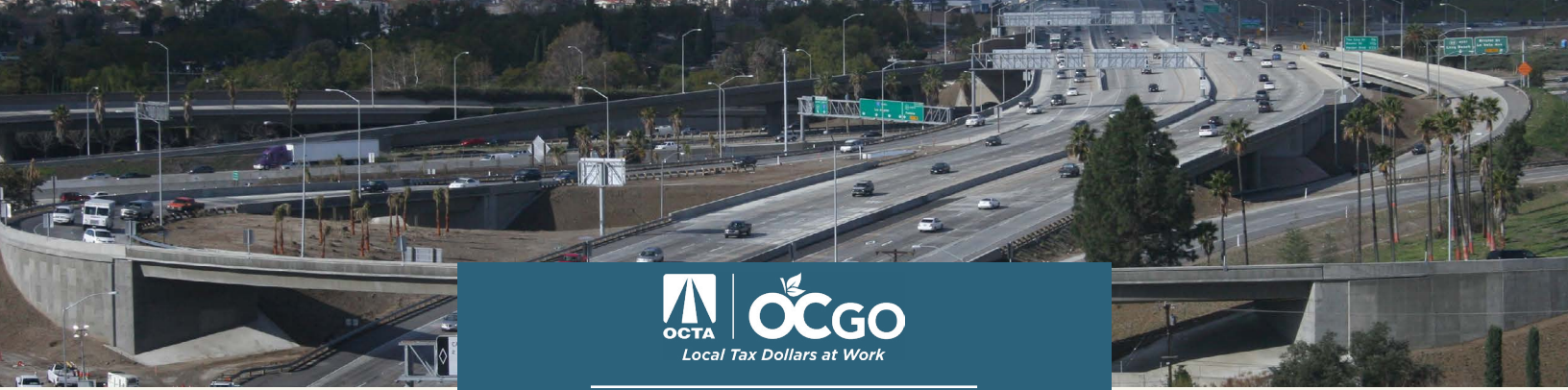
This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk		Explanation	Proposed Action
Financial			
1	Sales tax revenues are driven by economic conditions. The 2023 M2 revenue forecast is \$14.8 billion, which is a \$200 million (-1.3 percent) year-over-year decrease from the 2022 forecast.	While the 2023 M2 sales tax revenue forecast is slightly lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 18 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2023 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2023 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates a tempering of inflationary pressures in 2024, 2025, and 2026. This is due to a decline of building permits, a slight increase in California unemployment rates, and moderating construction wages. Additionally, a majority of construction material costs declined.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs. The fall update was incorporated into the 2023 Next 10 Plan.



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
<p>4 Schedule and scope changes on capital projects that impact delivery and project costs.</p>	<p>Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.</p>	<p>OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.</p>
<p>5 Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.</p>	<p>The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.</p>	<p>External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.</p>
Resource		
<p>6 Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.</p>	<p>The fall 2023 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a slight increase in unemployment rates. This may temper costs and reduce delivery risk.</p>	<p>OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.</p>
<p>7 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 the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.</p>



MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
Climate		
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. The 2022 Coastal Fire impacted the M2 Environmental Mitigation Program (EMP) Pacific Horizon Preserve. In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the City of San Clemente.
Regulatory		
9	Changing federal and state directives could affect M2 freeway project approvals.	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. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 13, 2023, the Board adopted the 2023 Next 10 Plan, which spans fiscal year (FY) 2022-23 through FY 2031-32. The update incorporated the \$14.8 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2023 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

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

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

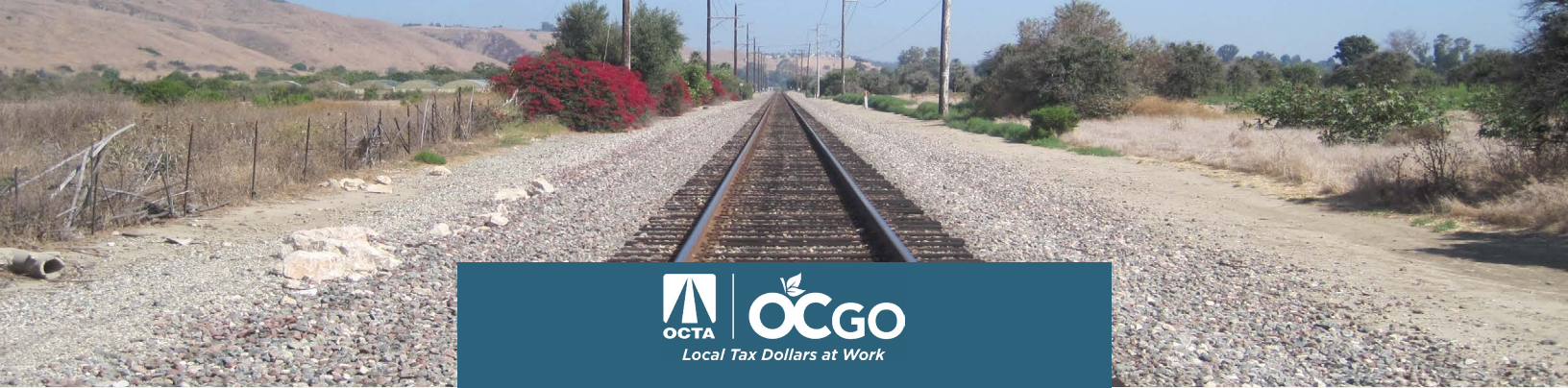
The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. Of the 13 projects to be delivered, five are in construction, and eight are in various stages of design. In December 2023, the I-405 project between SR-73 and I-605 opened to traffic, which added a general purpose lane (approximately 14 miles) and dual express lanes (approximately 16 miles) in each direction. The project is anticipated to be fully complete in early 2024. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

Upcoming activities:

- I-405, SR-73 to I-605 – Complete Construction
- SR-91, SR-55 to Lakeview Avenue – Advertise for Construction
- I-605, Katella Avenue Interchange – Advertise for Construction

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 2032, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), Project J (SR-91 between SR-241 and Orange/Riverside County Line), and Project L (I-405 between I-5 and SR-55). In coordination with OCTA, the Riverside County Transportation Commission (RCTC) is leading the effort to advance the SR-91 between SR-241 and SR-71 project; only improvements up to the Orange/Riverside County Line will be OCTA's responsibility. RCTC's current



Local Tax Dollars at Work

MEASURE M2 PROGRESS REPORT

schedules anticipate construction will be completed within the Next 10 Plan timeframe. The completion of this project, in addition to the 13 projects in Deliverable 1, would bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. The remaining projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

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

As of December 2023, OCTA has awarded more than \$525 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) annual call for projects (call). Additionally, more than \$686 million¹ in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

¹ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

On August 14, 2023, the Board authorized the 14th call providing up to \$45 million for Project O and Project P in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications were received on October 26, 2023. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, projects will be prioritized for Board consideration in mid-2024. For more details, see the project updates on [page 22](#) and [page 24](#).

Upcoming activities:

- Project O and P – Programming recommendations for the 14th call

4. Maintain Metrolink service and complete one rail station improvement project (Project R).

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

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to COVID-19. Metrolink ridership recovery continues to struggle, which impacts



MEASURE M2 PROGRESS REPORT

farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, operations and rehabilitation costs, or availability of external funds, the current service cannot be sustained beyond FY 2031-32. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2. For more details, see project updates on [page 27](#).

Additionally, funding within this program is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements. The Anaheim Canyon Metrolink Station Improvement Project, which began construction in May 2021, was completed in January 2023. For more details, see project updates on [page 28](#).

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. To date, OCTA has invested \$12 million of M2 funds along with \$16 million of state and federal funds to ensure the safety of the railroad track. Long-term solutions need to be developed to ensure the sustainability of rail service in this portion of the County. In partnership with key stakeholders, a planning study is underway to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to evaluate potential long-term solutions which may include relocation of the rail line. Future updates to the Next 10 Plan will need to consider the financial implications of the long-term solutions. For more details, see the project updates on [page 29](#).

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

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter include the completion of the Santa Ana River and Westminster bridges, installation of all tracks and overhead contact system (OCS) poles on Santa Ana Boulevard from Bristol Street to Mortimer Street, continued construction of the Maintenance and Storage Facility (MSF), and preparation of several streets for final pavement and striping work. In addition, five of the eight vehicles have been inspected and approved for storage, with the remaining three vehicles undergoing final testing. For more details, see the project updates on [page 32](#).

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$125 million² has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their



MEASURE M2 PROGRESS REPORT

communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. For more details, see the program updates on [page 34](#).

² Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

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

Since inception, OCTA has approved 36 projects and ten planning studies totaling over \$53 million through four calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board.

On November 13, 2023, the Board authorized the release of the fifth call which prioritizes funding for previously awarded successful projects. Applications for the call are due on January 25, 2024, with programming recommendations anticipated in mid-2024. For more details, see the program updates on [page 35](#).

Upcoming activities:

- Programming recommendations for the fifth call

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

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on [page 36](#).

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

The M2 freeway EMP includes seven conservation properties (Preserves) totaling more than 1,300 acres and 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



MEASURE M2 PROGRESS REPORT

streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

To protect the Preserves in perpetuity, a non-wasting endowment was established. OCTA makes annual deposits of approximately \$2.9 million. As of December 31, 2023, the balance of the endowment was \$27,593,905. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 38](#).

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded over \$36.5 million in funding for 222 Tier 1 projects through 13 calls and \$27.9 million for 22 Tier 2 projects through two calls. The next Tier 1 and Tier 2 calls are anticipated to be released in early 2024. For more details, see the program updates on [page 37](#).

Upcoming activities:

- Project X Tier 1 – Release the 14th call
- Project X Tier 2 – Release the third call

FREeways

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

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

Status: PROJECT COMPLETE

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

Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.



PROJECT B

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

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

Status: Design Phase Underway – 70 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 I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design team continued addressing the 65 percent design comments from California Department of Transportation (Caltrans), the City of Irvine, and other stakeholders. In addition, staff continued coordination with the various stakeholders on locations of soundwalls, overhead signage, drainage, storm water quality features, staging, and landscaping, as well as with Caltrans on right-of-way (ROW) engineering activities. This project will be combined with the Caltrans multi-asset project when the 95 percent design package is developed.

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

Status: Design Phase Underway – 93 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 team continued to address comments on the 95 percent design package. Third-party coordination relating to the locations and heights of soundwalls, overhead signage, landscaping, staging,



FREEWAYS

and drainage have been completed. In addition, the design team met with various agencies to coordinate the design and construction permitting requirements. This project is scheduled to be combined with the Caltrans multi-asset project when the 95 percent design package is finalized. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

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





FREeways

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

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

Status: Construction Underway – 88 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 Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and construction began on January 15, 2020. This quarter, the contractor began construction at the southwest quadrant of the Avery Parkway interchange and continued to construct drainage systems, retaining walls, and guardrail systems throughout the project. The contractor also successfully moved into the new electrical hub station.

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

Status: Construction Underway – 92 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 March 5, 2019, and construction began on April 4, 2019. This quarter, the contractor completed construction of the bridge deck for the third and final section of the I-5/La Paz Road undercrossing bridge and successfully lowered the superstructure into place. The contractor also continued roadway excavation, drainage installations, placed base material at the Oso Parkway and La Paz Road off-ramps, began installation of irrigation system components, and continued placing communication, signal, lighting, and electrical systems.

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

Status: Construction Underway – 84 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 construction began on October 13, 2020. This quarter, the contractor completed the bridge deck for stage two of the Los Alisos Boulevard overcrossing and completed the reconstruction of the Alicia Parkway and El Toro Road on-ramps.

FREWAYS

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 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 Two Underway – 32 Percent Complete

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

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. On August 8, 2022, the Board approved an amendment to the cooperative agreement with Caltrans to reinstate the environmental phase incorporating feedback from the cities on the proposed alternatives. This quarter, the project team continued environmental phase studies and completed a recirculation of the public scoping period, at the request of the City of Laguna Woods. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the CAP.



FREWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

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 M1.



PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

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

Status: Construction Underway – 23 Percent 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 construction contract was awarded on May 27, 2022, and construction began on August 10, 2022. This quarter, work continued with roadway and retaining wall excavation, bridge widening, electrical, and drainage. In addition, staff continued coordination with Southern California Edison and Caltrans on utility relocations and with the City of Santa Ana on water line relocations. 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: Design Phase Underway – 45 Percent Complete

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

Summary: This project includes the addition of a general purpose lane (approximately 2.0 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The design of this project was initiated on August 8, 2022. This quarter, the design team obtained structures type selection approval of special design walls, and continued to work on the 65 percent design submittal.



PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Underway – 75 Percent Complete

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

Summary: This project includes 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 new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the design team received comments on the 95 percent design package and continued to work on obtaining construction permits, coordinating with public agencies regarding permitting for proposed geotechnical boring in the Santa Ana River, and coordinating with the OC V!be and OC Riverwalk projects.

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 soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The 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 Orange/Los Angeles County Line

Status: Project Study Report-Project Development Support (PSR-PDS) Document Preparation Underway – 12 Percent Complete

Contact: Rose Casey, Capital Projects • (714) 560-5729
Kristin Tso, Planning • (714) 560-5496

Summary: Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. On July 11, 2022, the Board approved a consultant to prepare a new PSR-PDS document. The new PSR-PDS intends to study potential improvements from Lambert Road to Tonner Canyon Road (approximately 1.3 miles). The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) 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 complete in early 2024. Phase two, which is the mainline improvement, was approved for State Transportation Investment Program funding in March 2022 to initiate the environmental phase. A cooperative agreement with Caltrans to provide oversight was initiated in August 2023. During the quarter, preparation of the new PSR-PDS document continued with data collection, as-builts review, base map development, and identification of purpose and needs and preliminary project alternatives.



PROJECT H

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

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.



PROJECT I

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

Status: PROJECT COMPLETE

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

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The project was officially completed on July 15, 2016.



SR-91, between SR-57 and SR-55 is one project broken into three segments. To augment the decrease in projected M2 revenues, on September 12, 2016, the Board approved to use 91 Express Lanes excess revenue to fund this project. The final ED and PR were approved on June 22, 2020.

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

Status: Design Phase Underway - 96 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

FREWAYS

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 project was combined with the Caltrans multi-asset project when the 100 percent design package was developed. This quarter, the design team continued to coordinate and address comments on the combined 100 percent design package for construction advertisement and finalize technical reports for approval. In addition, OCTA continued to finalize ROW and utility certification.

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

Status: Design Phase Underway - 81 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 and the Santa Ana River bridge will be widened. The design of this project was initiated on June 17, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. However, per Caltrans' request, both projects will be separated and will proceed as independent projects. This quarter, the design team worked on addressing comments on the 95 percent design package and obtained approval on some of the ROW maps with ROW needs defined.

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

Status: Design Phase Underway - 90 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 project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. This quarter, the design team worked on addressing comments on the combined 95 percent roadway design package and finalizing the 100 percent design package submittal. In addition, OCTA continued the ROW appraisal process.



FREEWAYS

PROJECT J

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

Status: PROJECT COMPLETE

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

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.



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 Orange/Riverside County Line

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway – 15 Percent Complete

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

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

FREWAYS

westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. The final alternatives analysis report was completed in April 2022. RCTC will lead the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. These efforts began in June 2023 and are anticipated to be completed by mid-2025.

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: Design-Build Underway - 98 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.³ The project limits span 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. On December 1, 2023, a dedication event was held to celebrate the completion of all 18 bridge reconstructions, freeway lanes, and on- and off-ramps, and opening of the express lanes. Miscellaneous construction activities remaining include landscaping, installation of remaining bridge lighting, cultural resources restoration, and punch-list items.

³ 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.



FREEWAYS

PROJECT L

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

Status: Environmental Phase Complete

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

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in both directions. The 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.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase Underway - 98 Percent Complete

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

Summary: This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team addressed comments on the 100 percent design package and the revised supplemental design standard decision document. The team also addressed comments on the environmental revalidation to include a proposed overhead sign structure located a half-mile south of Katella Avenue. The team also continued coordination efforts with the counties of Orange and Los Angeles on encroachment permit requirements for work near regional drainage facilities, and confirmed that no regulatory permit is required from the California Department of Fish and Wildlife (CDFW). Utility agreements for utility relocations have been initiated and all ROW appraisals were completed this quarter.



FREEWAYS

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

Contact: Patrick Sampson, Motorist Services • (714) 560-5435

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 11,792 services.⁴ Since June 2012, FSP has provided a total of 763,603 services⁴ on the Orange County freeway system.

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



STREETS AND ROADS

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 14th Call Applications Under Review

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 13 calls, the Board has awarded 180 projects (218 project phases) totaling more than \$387 million, including \$24 million in external funding. This includes the Board-approved escalation rate adjustments due to extraordinary inflationary pressures on February 13, 2023. To date, 144 project phases have been completed, 49 are in various stages of implementation, and 25 have been cancelled by the awarded local jurisdictions. On August 14, 2023, the Board approved the release of the 14th call. Applications were received on October 26, 2023, and are under review. Based upon project selection criteria as specified in the CTFP guidelines, programming recommendations are anticipated to be presented to the Board in mid-2024.

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: 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 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,





STREETS AND ROADS

and the improvements opened to traffic on June 6, 2017. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

Contact: 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 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 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 in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.





Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

Contact: 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 in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

Contact: 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 in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 14th Call Applications Under Review

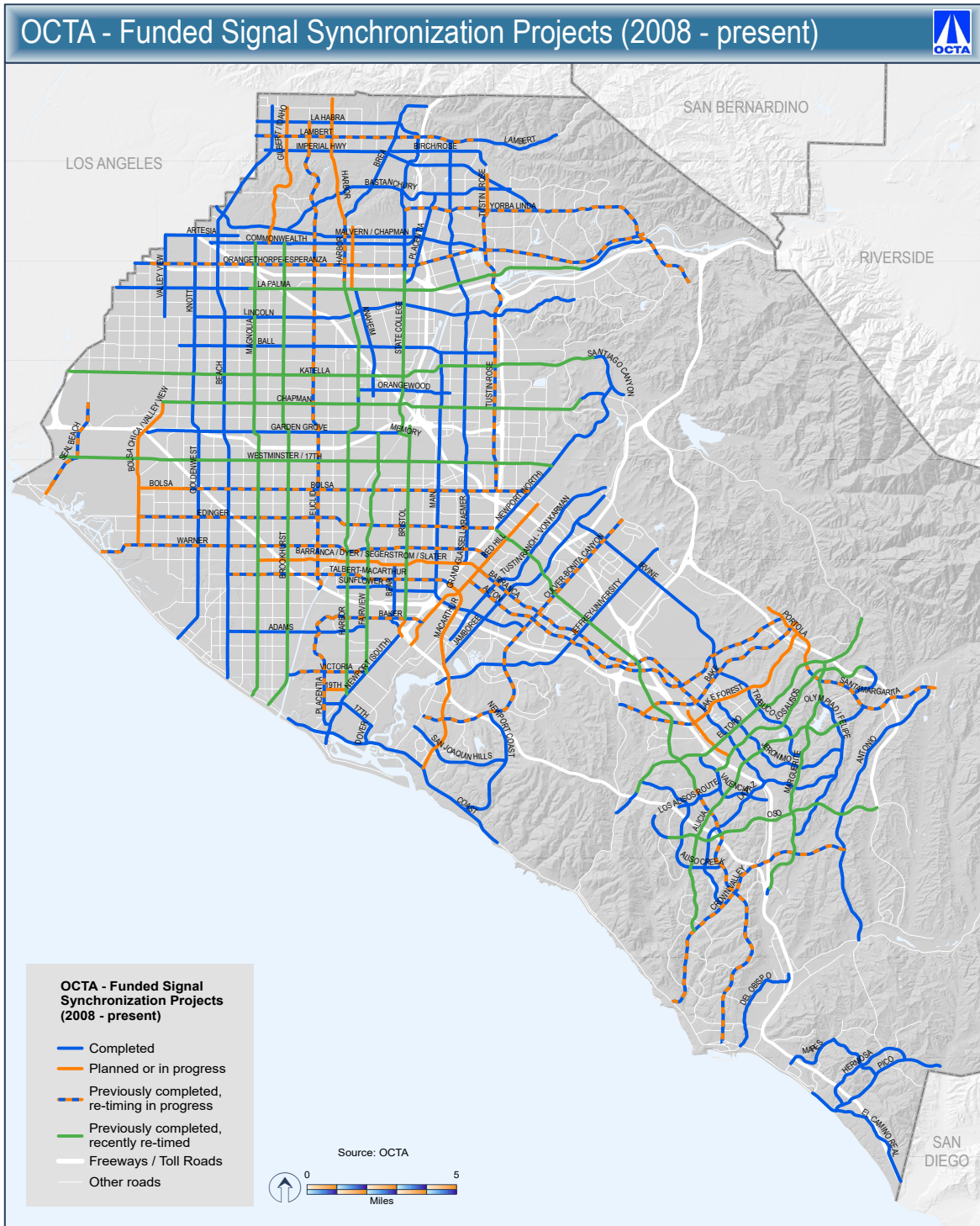
Contact: Anup Kulkarni, Planning • (714) 560-5867

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

To date, OCTA and local agencies have synchronized 3,522 intersections over 903 miles of streets (101 completed projects). Through 13 calls, 112 projects⁵ totaling more than \$137.4 million have been awarded. Overall, OCTA has funded 131 projects⁵ totaling more than \$162.3 million, including \$30.5 million in leveraged external funding. This includes the Board-approved escalation rate adjustments due to extraordinary inflationary pressures on February 13, 2023. On August 14, 2023, the Board approved the release of the 14th call. Applications were received on October 26, 2023, and are under review. Based upon project selection criteria as specified in the CTFP guidelines, programming recommendations are anticipated to be presented to the Board in mid-2024.

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

STREETS AND ROADS





STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

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

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions except the City of Cypress have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, more than \$686 million⁶ in LFS payments have been provided to local jurisdictions.

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

⁶ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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

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



Project: Metrolink Service Expansion Program

Status: PROJECT COMPLETE

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

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



In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. Due to the COVID-19 pandemic, the three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. During the quarter, ridership recovery continued to trend positively and above expectations; however, ridership in December 2023 declined due to a planned four-day systemwide outage of Metrolink service. Total boardings on the three lines serving Orange County are approximately 17.3 percent higher than the same quarter in FY 2022-23, however, still 55 percent lower when compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set). Metrolink ridership has struggled to meet projections, thereby reducing farebox recovery. To exacerbate this shortfall, operating costs have increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or availability of external funds, the current service



cannot be sustained beyond FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

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

Project: Anaheim Canyon Metrolink Station Improvements

Status: PROJECT COMPLETE

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

Summary: This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023.



Project: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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



TRANSIT

Project: 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.



Project: New Placentia Metrolink Station and Parking Structure

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

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

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

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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

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



Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. The repairs for this phase of the work were funded by the commuter rail fund and some State emergency funds. Emergency work to stabilize the



TRANSIT

railroad track was sufficiently completed to allow full passenger rail service resumption on April 17, 2023. The track stabilization efforts were substantially completed on August 11, 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to incrementally move. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. A temporary barrier wall at the bottom of the slope was constructed to protect the railroad track while the City of San Clemente continued construction of the long-term slope stabilization repairs. The temporary barrier wall construction was completed on July 17, 2023, allowing service to resume through the City of San Clemente. The total cost of the project is estimated to be \$6 million, of which \$3 million is funded by the California Transportation Commission with State Interregional Transportation Improvement Program funds. OCTA continues to work with partners to seek additional funding as needed.

To identify short- and medium-term solutions to address rail infrastructure protection in south Orange County, the Board approved the selection of a consultant to conduct a feasibility study and alternative concept analysis on August 14, 2023. Future updates to the Next 10 Plan will need to consider the financial implications of the additional long-term track solutions.

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
- Replacement of stairs at the Fullerton Transportation Center
- ROW acquisition to replace the San Juan Creek railroad bridge in the City of San Juan Capistrano, which will not preclude a future bicycle trail on the south end along the creek
- Emergency track stabilization in the City of San Clemente

Underway:

- Design of additional slope stabilization and drainage improvements in Mission Viejo and Laguna Niguel



TRANSIT

Project: 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.



Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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

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



Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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

Summary: This project added a new passing siding railroad track (approximately 1.8 miles) adjacent to the existing mainline track, which enhanced the operational efficiency of passenger services within the LOSSAN rail corridor. Construction began on March 12, 2019, and the improvements were completed on November 17, 2020.



PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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



TRANSIT

Project: OC Streetcar

Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, Vehicle Production Ongoing, 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.

Construction

As of December 2023, construction is approximately 84 percent complete. Construction milestones during the quarter include the completion of the Santa Ana River and Westminster bridges, installation of all tracks and OCS poles on Santa Ana Boulevard from Bristol Street to Mortimer Street, placement of approximately 80 percent of the roadway final pavement and striping work, and the reopening of the Santa Ana Boulevard and Santiago Street intersection.

In the Pacific Electric ROW portion of the alignment, ballasted rail installation was completed. The at-grade crossings at Fairview Street, Fifth Street, and Raitt Street were completed with train warning and gate systems installation efforts ongoing. At the MSF, key activities near completion include installation of exterior walls, conduit and piping, roofing material and skylights, interior painting, heating, ventilation, air conditioning, and bi-fold doors and windows.

Ongoing construction activities include preparation for the final pavement and striping work at the Santa Ana Boulevard and Ross Street intersection, Fourth Street, and on the easterly segment of Santa Ana Boulevard, placement of new traffic signal poles at various street intersections, placement of decorative pavers and concrete at Sasscer Park, installation of OCS hardware and overhead wires, installation of canopy and equipment at all 16 stations, construction of the parking lot at the Harbor Boulevard and SARTC stations, and preparation for tree installation along Fourth Street.

Vehicle

The OC Streetcar vehicle was presented at the American Public Transportation Association Conference and EXPO in Orlando, Florida in October 2023. The vehicle manufacturer showcased the vehicle's state-of-the-art technology features, including the emergency battery drive, energy absorbing bumper, and flange lube system. These systems have been designed to enhance the operational efficiency and safety features of the vehicle.

In December 2023, OCTA staff and FTA's project management oversight consultant (PMOC) participated in vehicle inspections at the vehicle manufacturing facility. Five vehicles have been inspected and approved for storage. Final inspection of the remaining three vehicles is anticipated to be completed in early 2024. The PMOC shared positive feedback towards OCTA's quality assurance oversight of the manufacturing and inspection activities.



TRANSIT

Operations

In November 2023, the construction contractor provided a presentation to OCTA and California Public Utilities Commission (CPUC) of an early warning device system, a requirement for CPUC compliance. Early warning device systems will be utilized in the field by O&M personnel as part of their personal protective equipment safety requirements. In addition, the contractor submitted a draft of the operator employee rule book. Following an internal evaluation, the draft will be shared with the CPUC.

The Rail Activation Committee met in November 2023 to report on the activities of the smaller working groups. The System Integration Working Group created a master test list and assigned leads to individual tests from OCTA and the various parties. The master test list is intended to validate that the interface between the vehicle, MSF, and mainline is performing as intended.

Project: Bus and Station Van Extension Projects

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

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

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

PROJECT T

METROLINK GATEWAYS

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

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

Summary: This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.





TRANSIT

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$125 million^{7,8} in Project U funding has been provided under M2.

⁷ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

⁸ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting.

Project: Senior Mobility Program

Status: Ongoing

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

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

Since inception, approximately \$35.9 million⁸ has been provided to support more than 2.8 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$697,000^{7,8} was paid out to 31 of the 32 participating cities that are currently active.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, nearly \$38.4 million has been allocated to support approximately 1.5 million SNEMT boardings⁹. This quarter, nearly \$743,000⁷ in SNEMT funding was paid to the County of Orange.

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



TRANSIT

Project: Fare Stabilization Program

Status: Ongoing

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

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

Approximately \$1.1 million¹⁰ in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on nearly 2.6 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$748,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$50.8 million has been allocated to support more than 147 million program-related boardings.

¹⁰ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 36 projects and ten planning studies totaling approximately \$53.8 million. Of the 36 projects¹¹, 17 are currently active, 13 have been cancelled (primarily due to low ridership), two have not yet initiated service (projects are continuations of existing Project V grants with remaining funds), and four have been completed.

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

¹¹ Includes reinstatement of the \$1.65 million award from the 2018 Project V call to the City of San Clemente for the existing San Clemente Rides ride-hailing service. The 2018 Project V award was cancelled by the Board on December 10, 2018 and reinstated on August 14, 2023 to correct for issues in the service model that were encountered during the pandemic.



OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, all of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Board on August 14, 2023. The next ridership report is anticipated to be presented to the Board in early 2024. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations.

On November 13, 2023, the Board approved the release of the fifth Project V call. Applications are due on January 26, 2024. Programming recommendations are anticipated to be presented to the Board in mid-2024; however, this may be delayed dependent upon the number of applicants and duration needed for application review.

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

To date, through a competitive process, OCTA has issued three calls (July 2014, June 2019, and September 2020), which have awarded just over \$3.1 million to support improvements at 122 locations. Of the 122 projects, 56 have been completed, 56 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.

ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: 13th Tier 1 Call Recommendations Approved

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

Summary: This program implements street and highway-related water quality improvement programs and projects that assist agencies countywide with federal Clean Water Act standards for urban runoff. It is intended to augment, not replace, existing transportation-related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs. The ECAC is charged with making recommendations to the Board on the allocation of funds. These funds are allocated on a countywide, competitive basis to assist agencies in meeting the Clean Water Act standards for controlling transportation-related pollution.

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 13 rounds of funding under the Tier 1 grants program.

A total of 222 projects, amounting to more than \$36.5 million, have been awarded by the Board since 2011. Of the 222 projects, construction on 186 projects have been completed, 23 are in various stages of implementation, and 13 have been cancelled by the awarded agency. The next Tier 1 call is anticipated to be released in early 2024.

It is estimated that 69.5 million gallons of trash have been captured since the inception of the program, which equates to over 12,000 trash truck loads of garbage that could have been deposited in Orange County streams and waters. Over time, the volume of trash captured is expected to increase.

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. Of the 22 projects, construction on 18 projects have been completed and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The next Tier 2 call is anticipated to be released in early 2024.

ENVIRONMENTAL

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

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

The Conservation Plan 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 and constitute another groundbreaking milestone for the M2 EMP.

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

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2023 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made eight endowment deposits. As of December 31, 2023, the endowment balance was \$27,593,905, which is slightly above the target of \$27,521,733 for the second quarter of FY 2023-24. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in March 2024. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.



ENVIRONMENTAL

Resource management plans (RMP) for the Preserves were 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. A consultant was retained at the end of 2023 to begin revising the RMPs as necessary. All revisions will be shared with the EOC and will be posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

As required by the Conservation Plan, OCTA developed FMPs for each of the seven Preserves, and have been reviewed approved by the applicable fire entities. These FMPs 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. The FMPs will be shared with the EOC and posted on OCTA's website in early 2024, and incorporated into the updated RMPs.

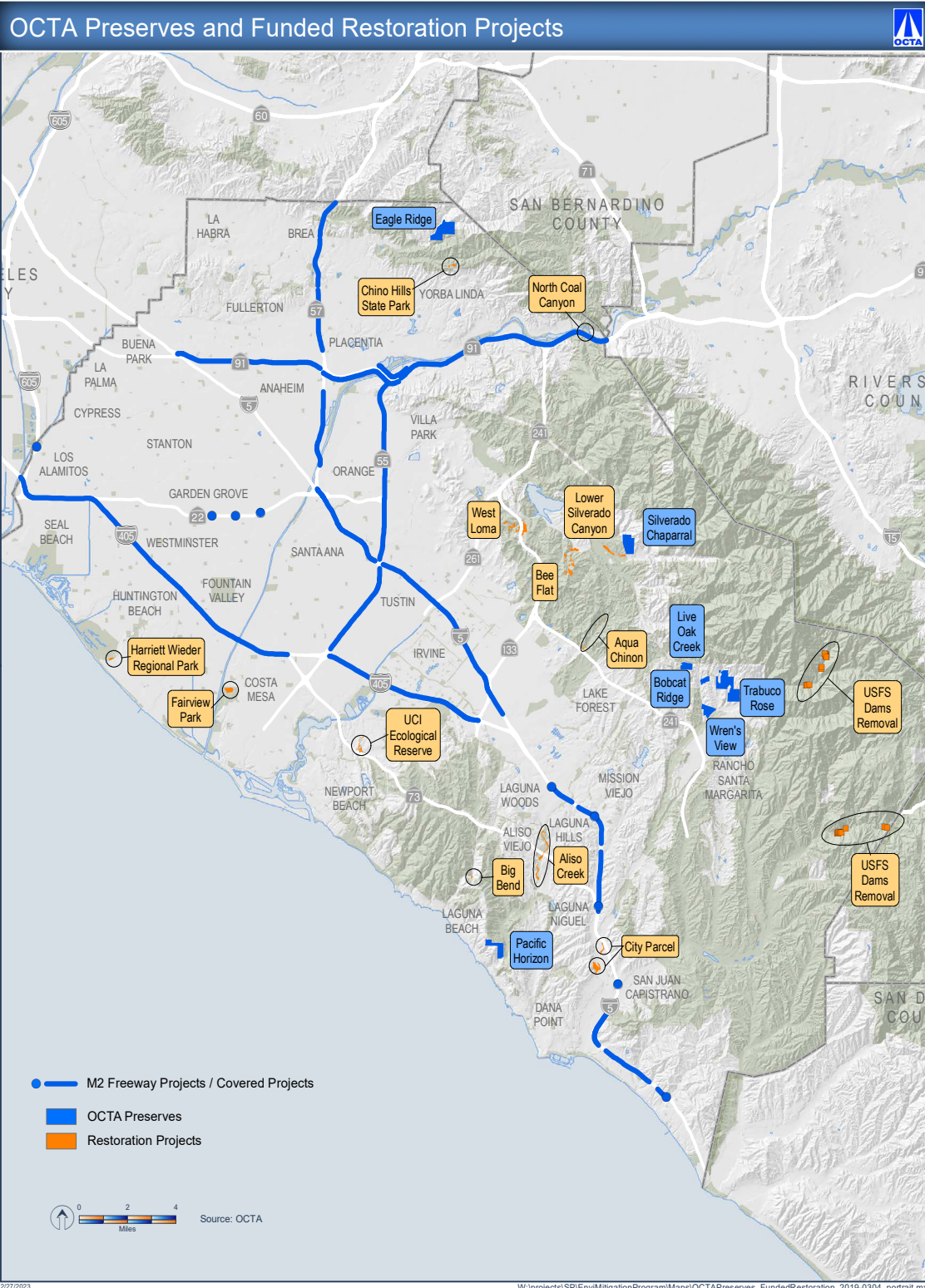
Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports document that OCTA's activities were in compliance and on target with the Conservation Plan commitments and are reviewed by the Wildlife Agencies before they are available for public review. The 2022 report was shared with the Board as part of the biannual EMP update in December 2023. The annual report was reviewed by the Wildlife Agencies, provided to the EOC, and is now available for public review. The annual report documenting the 2023 calendar year activities is anticipated to be shared with the EOC and Board in mid-2024.

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 B (I-5 from I-405 to SR-55), Project C (I-5 from SR-73 to El Toro Road), Project G (SR-57 NB from Orangewood Avenue to Katella Avenue), Project I (SR-91 from SR-55 to Lakeview Avenue), 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.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. A docent-led hike was hosted at the Wren's View Preserve on November 4, 2023, and an equestrian ride was hosted by OCTA at the Trabuco Rose Preserve on December 9, 2023. The 2024 hike and ride schedule will be available in early 2024 at www.PreservingOurLegacy.org.

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

ENVIRONMENTAL



PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

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

On October 9, 2023, the consultant team presented the results of the 2023 fall analysis to the Board. The analysis identified that OCTA may experience a gradual decline of inflationary pressures beginning in 2024 (ranging from two percent to six percent) and dropping to a range of one percent to two percent in 2025 and 2026. This is driven by a decline in building permits, a slight increase in California unemployment rates, and moderating construction wages. While Portland Cement Concrete structure prices have increased significantly, all other material prices have declined on an annualized basis. Staff incorporated information from this analysis into the M2 cash flow for the 2023 update of the Next 10 Plan and will provide future updates to the Board as appropriate.

Next 10 Delivery Plan

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

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 13, 2023, the Board approved the



2023 Next 10 Plan, which spans FY 2022-23 to FY 2031-32. The 2023 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of \$14.8 billion (supplemented with external revenue – Federal, State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. The most recent report commended OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: planning for the long-term management of the Preserves, two regarding cybersecurity practices, and suggestions to better assess OC Go awareness. Staff implemented all four recommendations and provided a final report to the Board on July 10, 2023. There are no outstanding action items. Procurement efforts for the next performance assessment will begin in early 2024 to have a consultant contract executed by July 1, 2024.

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 2022 was finalized and shared with the Taxpayer Oversight Committee (TOC) on June 13, 2023. This document is for PMO tracking purposes, but is also helpful to TOC members during their annual compliance finding. During the quarter, staff initiated efforts to update the tracking matrix for calendar year 2023. It is anticipated that the matrix will be completed in spring 2024.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated to begin in summer 2024.

PROGRAM MANAGEMENT

Engineer's Estimate versus Bids Tracking

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

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

During the quarter, Metrolink awarded the construction contract for the San Juan Creek bridge replacement project on December 8, 2023. The lowest, responsive, and responsible bidder was approximately 82.5 percent higher than the engineer's estimate. The higher cost can be attributed to significant construction cost increases since the engineer's estimate was established in June 2020, the construction market having a strong backlog of projects which reduced competitive pricing, higher material and labor costs, and high interest rates that the contractors included in the bid pricing. 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.

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (\$14.8 billion or 39 percent lower as of December 31, 2023) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT)



fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately \$5.3 million from OCUTT to date. As of December 31, 2023, the outstanding loan balance is \$20,000 and is anticipated to be paid off by the end of FY 2023-24.

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 meets every other month, however, the TOC voted on April 11, 2023, to meet quarterly beginning in FY 2023-24. The responsibilities of the 11-member M2 TOC are to:

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

On December 12, 2023, the TOC approved the Annual Eligibility Review (AER) Subcommittee Eligibility Report and received the M2 Quarterly Revenue and Expenditure Report through September 2023. The committee also received presentations on the TOC Request for Compliance Audit, Amendment to the OCLTA M2 Ordinance, Sales Tax Forecast, M2 2023 Next 10 Plan, and an update on the I-405 Improvement Project.

Two subcommittees assist the TOC with their safeguard responsibilities: the AER Subcommittee and the Audit Subcommittee. The AER Subcommittee meets a few times per year, as needed, to receive and review the following documents submitted by local jurisdictions to be deemed eligible to receive M2 funding: Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan,



PROGRAM MANAGEMENT

Pavement Management Plan, and Expenditure Reports. On October 23, 2023, the AER Subcommittee affirmed receipt and review of the Congestion Management Program, the Local Signal Synchronization Plan, the Mitigation Fee Program, and the Pavement Management Plan. The Audit Subcommittee meets as needed and is responsible for reviewing the quarterly M2 Revenue and Expenditure Reports and the Annual M2 Audit, as well as any other items related to M2 audits. The next Audit Subcommittee meeting is anticipated to be held in February 2024.

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

OCTA continuously monitors actuals sales tax receipts and 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.

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 2022-23 in August 2023 and presented the 2023 M2 sales tax forecast update to the Board on October 9, 2023. The current revised total nominal sales tax collections over the life of M2 is estimated to be \$14.8 billion, which represents a year-over-year decrease of \$200 million in forecasted sales tax when compared to last year's forecast.

Staff will continue to monitor the short- and long-term impacts of several economic and non-economic factors on M2 sales tax revenues. These factors include inflation, interest rates, Orange County's population growth, and the likelihood of a mild recession. Staff also returned to the Board in November 2023 with an updated Next 10 Plan showing the impacts of the updated M2 sales tax forecast to M2 programs and projects. As a reference, the proposed budgeted growth rate is 2.6 percent for FY 2023-24. The next updated forecast is anticipated to be presented to the Board in September 2024.



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FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2023 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Dec 31, 2023	Year to Date Dec 31, 2023 (A)	Period from Inception to Dec 31, 2023 (B)
Revenues:			
Sales taxes	\$ 108,060	\$ 218,675	\$ 4,159,733
Other agencies' share of Measure M2 costs:			
Project related	2,899	7,104	845,190
Non-project related	-	-	454
Interest:			
Operating:			
Project related	(85)	(21)	5,076
Non-project related	5,711	11,122	94,438
Bond proceeds	2,850	3,574	98,820
Debt service	390	638	2,396
Commercial paper	-	-	393
Right-of-way leases			
Project related	19	37	1,702
Non-project related	-	-	17
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	119,844	241,129	5,224,178
Expenditures:			
Supplies and services:			
Sales tax administration fees	882	1,764	40,663
Professional services:			
Project related	10,198	11,216	550,057
Non-project related	647	649	38,579
Administration costs:			
Project related	2,991	5,982	123,196
Non-project related:			
Salaries and Benefits	1,106	2,212	42,562
Other	1,714	3,428	70,882
Other:			
Project related	123	129	6,437
Non-project related	7	48	5,422
Payments to local agencies:			
Project related	18,069	32,554	1,360,768
Capital outlay:			
Project related	24,893	28,565	2,270,456
Non-project related	-	(100)	31
Debt service:			
Principal payments on long-term debt	-	-	95,485
Interest on long-term debt and commercial paper	-	16,976	336,552
Total expenditures	60,630	103,423	4,941,090
Excess (deficiency) of revenues over (under) expenditures	59,214	137,706	283,088
Other financing sources (uses):			
Transfers out:			
Project related	(9,317)	(10,903)	(508,315)
Transfers in:			
Project related	1,778	1,969	350,652
Non-project related	(453)	(453)	-
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	(7,992)	(9,387)	601,900
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	\$ 51,222	\$ 128,319	\$ 884,988

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2023 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended Dec 31, 2023 (actual)	Year to Date Dec 31, 2023 (actual) (C.1)	Period from Inception through Dec 31, 2023 (actual) (D.1)	Period from January 1, 2024 through March 31, 2041 (forecast) (E.1)	Total (F.1)
Revenues:					
Sales taxes	\$ 108,060	\$ 218,675	\$ 4,159,733	\$ 10,598,439	\$ 14,758,172
Operating interest	5,711	11,122	94,438	556,428	650,866
Subtotal	<u>113,771</u>	<u>229,797</u>	<u>4,254,171</u>	<u>11,154,867</u>	<u>15,409,038</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	<u>113,771</u>	<u>229,797</u>	<u>4,254,754</u>	<u>11,154,867</u>	<u>15,409,621</u>
Administrative expenditures:					
Sales tax administration fees	882	1,764	40,663	87,136	127,799
Professional services	647	649	34,804	89,348	124,152
Administration costs:					
Salaries and Benefits	1,106	2,212	42,562	108,441	151,003
Other	1,714	3,428	70,882	180,931	251,813
Other	7	48	2,402	6,265	8,667
Capital outlay	-	(100)	31	-	31
Environmental cleanup	1,390	1,472	50,778	211,935	262,713
Total expenditures	<u>5,746</u>	<u>9,473</u>	<u>242,122</u>	<u>684,056</u>	<u>926,178</u>
Net revenues	<u>\$ 108,025</u>	<u>\$ 220,324</u>	<u>\$ 4,012,632</u>	<u>\$ 10,470,811</u>	<u>\$ 14,483,443</u>
		(C.2)	(D.2)	(E.2)	(F.2)
Financing expenditures:					
Debt interest expense	-	16,976	336,552	349,127	685,679
Professional services	-	-	3,775	-	3,775
Other	-	-	3,020	-	3,020
Total financing expenditures	<u>-</u>	<u>16,976</u>	<u>343,347</u>	<u>349,127</u>	<u>692,474</u>
Interest revenue:					
Interest revenue from bond proceeds	2,850	3,574	98,820	60,733	159,553
Interest revenue from debt service funds	390	638	2,396	4,868	7,264
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>3,240</u>	<u>4,212</u>	<u>101,609</u>	<u>65,601</u>	<u>167,210</u>
Net financing expenditures:	<u>\$ (3,240)</u>	<u>\$ 12,764</u>	<u>\$ 241,738</u>	<u>\$ 283,526</u>	<u>\$ 525,264</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2023 (Unaudited) Schedule 3

						(J) - (K) = (L)
Project	Description	Total Net Revenues	Net Revenues	Expenditures	Reimbursements	Net M2 Cost
		Inception to March 31, 2041 (actual) + (forecast)	Inception to Dec 31, 2023 (actual)	Inception to Dec 31, 2023 (actual)	Inception to Dec 31, 2023 (actual)	Inception to Dec 31, 2023 (actual)
	(G)	(H)	(I)	(J)	(K)	(L)
(\$ in thousands)						
Freeways (43% of Net Revenues)						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 570,867	\$ 158,158	\$ 10,910	\$ 8,786	\$ 2,124
B	I-5 Santa Ana/SR-55 to El Toro	364,626	101,019	31,409	19,114	12,295
C	I-5 San Diego/South of El Toro	761,560	210,990	375,765	53,014	322,751
D	I-5 Santa Ana/San Diego Interchange Upgrades	313,369	86,819	3,090	527	2,563
E	SR-22 Garden Grove Freeway Access Improvements	145,753	40,381	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	444,547	123,162	105,077	46,128	58,949
G	SR-57 Orange Freeway Improvements	314,220	87,054	56,480	13,714	42,766
H	SR-91 Improvements from I-5 to SR-57	170,045	47,111	34,959	824	34,135
I	SR-91 Improvements from SR-57 to SR-55	505,885	140,155	57,706	55,779	1,927
J	SR-91 Improvements from SR-55 to County Line	427,786	118,518	18,432	16,963	1,469
K	I-405 Improvements between I-605 to SR-55	1,303,035	361,006	1,491,485	296,547	1,194,938
L	I-405 Improvements between SR-55 to I-5	388,311	107,581	9,244	6,954	2,290
M	I-605 Freeway Access Improvements	24,292	6,730	6,600	16	6,584
N	All Freeway Service Patrol	182,191	50,476	6,434	-	6,434
	Freeway Mitigation	311,394	86,272	61,208	5,923	55,285
	Subtotal Projects	6,227,881	1,725,432	2,268,804	524,289	1,744,515
	Net financing expenditures	-	-	165,930	-	165,930
	Total Freeways	\$ 6,227,881	\$ 1,725,432	\$ 2,434,734	\$ 524,289	\$ 1,910,445
	%					50.4%
Street and Roads Projects (32% of Net Revenues)						
O	Regional Capacity Program	\$ 1,448,362	\$ 401,268	\$ 810,316	\$ 507,884	\$ 302,432
P	Regional Traffic Signal Synchronization Program	579,319	160,500	112,107	21,714	90,393
Q	Local Fair Share Program	2,607,020	722,274	691,589	77	691,512
	Subtotal Projects	4,634,701	1,284,042	1,614,012	529,675	1,084,337
	Net financing expenditures	-	-	48,618	-	48,618
	Total Street and Roads Projects	\$ 4,634,701	\$ 1,284,042	\$ 1,662,630	\$ 529,675	\$ 1,132,955
	%					29.9%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2023 (Unaudited) Schedule 3

						(J) - (K) = (L)
Project	Description	Total Net Revenues	Net Revenues	Expenditures	Reimbursements	Net M2 Cost
		Inception to	Inception to	Inception to	Inception to	Inception to
		March 31, 2041	Dec 31, 2023	Dec 31, 2023	Dec 31, 2023	Dec 31, 2023
		(actual) + (forecast)	(actual)	(actual)	(actual)	(actual)
(G)		(H)	(I)	(J)	(K)	(L)
(\$ in thousands)						
Transit Projects (25% of Net Revenues)						
R	High Frequency Metrolink Service	\$ 1,444,509	\$ 387,612	\$ 433,964	\$ 98,974	\$ 334,990
S	Transit Extensions to Metrolink	1,278,553	354,222	204,609	2,133	202,476
T	Metrolink Gateways	74,028	38,865	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	502,215	133,372	127,636	88	127,548
V	Community Based Transit/Circulators	289,592	80,231	19,742	1,998	17,744
W	Safe Transit Stops	31,964	8,856	1,464	26	1,438
	Subtotal Projects	3,620,861	1,003,158	885,635	164,175	721,460
	Net financing expenditures	-	-	27,190	-	27,190
	Total Transit Projects	\$ 3,620,861	\$ 1,003,158	\$ 912,825	\$ 164,175	\$ 748,650
	%					19.7%
Measure M2 Program						
		<u>\$ 14,483,443</u>	<u>\$ 4,012,632</u>	<u>\$ 5,010,189</u>	<u>\$ 1,218,139</u>	<u>\$ 3,792,050</u>
Project	Description	Total Net Revenues	Net Revenues	Expenditures	Reimbursements	Net M2 Cost
		Inception to	Inception to	Inception to	Inception to	Inception to
		March 31, 2041	Dec 31, 2023	Dec 31, 2023	Dec 31, 2023	Dec 31, 2023
		(actual) + (forecast)	(actual)	(actual)	(actual)	(actual)
(G)		(H.1)	(I.1)	(J)	(K)	(L)
(\$ in thousands)						
Environmental Cleanup (2% of Revenues)						
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 308,181	\$ 85,083	\$ 50,778	\$ 311	\$ 50,467
	Net financing expenditures	-	-	-	-	-
	Total Environmental Cleanup	\$ 308,181	\$ 85,083	\$ 50,778	\$ 311	\$ 50,467
	%					1.2%
Taxpayer Safeguards and Audits						
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 221,373	\$ 62,396	\$ 40,663	\$ -	\$ 40,663
	%					1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 154,090	\$ 42,542	\$ 42,562	\$ 20	\$ 42,542
	%					1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2ND QUARTER FY 2023-24	FUNDS TO DATE
ALISO VIEJO	\$163,198	\$8,530,624
ANAHEIM	\$1,395,378	\$71,662,505
BREA	\$238,803	\$12,256,724
BUENA PARK	\$367,740	\$19,089,362
COSTA MESA	\$606,360	\$31,367,164
CYPRESS	0*	\$10,645,613
DANA POINT	\$141,072	\$7,197,125
FOUNTAIN VALLEY	\$257,121	\$13,312,433
FULLERTON	\$548,367	\$28,057,399
GARDEN GROVE	\$613,971	\$31,993,047
HUNTINGTON BEACH	\$796,065	\$41,863,453
IRVINE	\$1,258,242	\$59,952,476
LAGUNA BEACH	\$104,227	\$5,429,442
LAGUNA HILLS	\$136,476	\$7,274,794
LAGUNA NIGUEL	\$272,356	\$14,276,246
LAGUNA WOODS	\$54,606	\$2,746,510
LA HABRA	\$220,067	\$11,396,856
LAKE FOREST	\$339,101	\$17,217,108
LA PALMA	\$56,875	\$3,351,622
LOS ALAMITOS	\$53,519	\$2,784,152

LOCAL FAIR SHARE

M2 Funds		
ENTITY	2ND QUARTER FY 2023-24	FUNDS TO DATE
MISSION VIEJO	\$365,894	\$19,855,013
NEWPORT BEACH	\$445,683	\$23,567,115
ORANGE	\$694,471	\$35,599,792
PLACENTIA	\$197,709	\$9,970,106
RANCHO SANTA MARGARITA	\$170,917	\$9,081,966
SAN CLEMENTE	\$235,044	\$12,208,112
SAN JUAN CAPISTRANO	\$157,685	\$8,191,936
SANTA ANA	\$1,072,792	\$59,326,244
SEAL BEACH	\$97,061	\$5,281,889
STANTON	\$123,047	\$6,429,804
TUSTIN	\$380,983	\$19,423,498
VILLA PARK	\$21,644	\$1,121,454
WESTMINSTER	\$337,860	\$18,253,905
YORBA LINDA	\$250,256	\$12,986,694
COUNTY UNINCORPORATED	\$983,854	\$44,351,038
TOTAL M2 FUNDS	\$13,158,447	\$686,053,221

**On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter at a future meeting. Below are the M2 funds withheld from the City of Cypress.*

ENTITY	2ND QUARTER FY 2022-23	FUNDS TO DATE
CYPRESS	\$208,173	\$604,046

CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

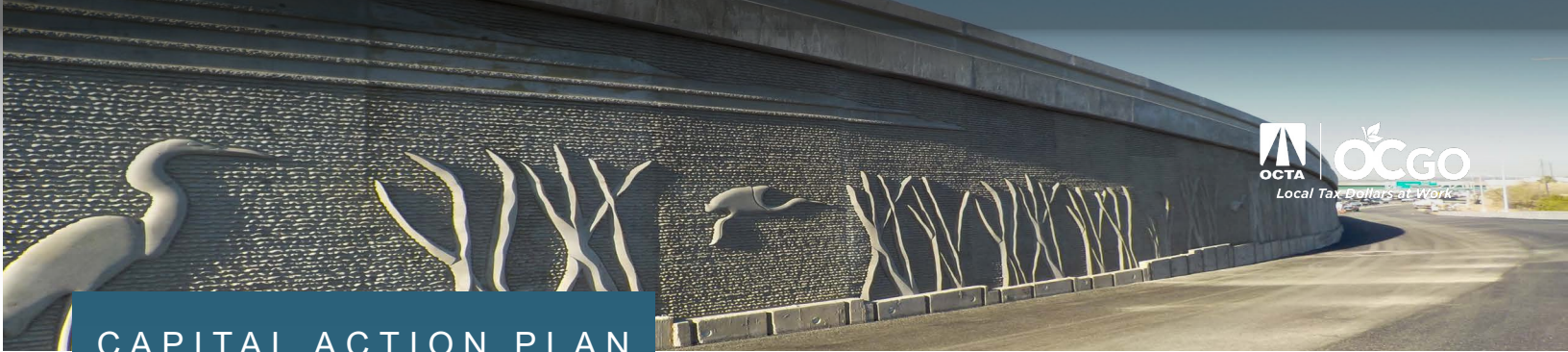
Yellow = Forecast milestone is one to three months later than plan

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	May-24	Feb-26	Sep-29
Project B	\$230.5	Jan-20	Dec-24	Feb-26	Sep-29
I-5, Yale Avenue to SR-55	\$200.4	Aug-18	Feb-25	Mar-26	Sep-29
Project B Cost/Schedule Risk	\$200.4	Jan-20	Jul-24	Mar-26	Sep-29
I-5, Pico to Vista Hermosa	\$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	\$83.6	Oct-11	Oct-13	Dec-14	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	\$75.3	Oct-11	May-13	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	\$74.3	Oct-11	Jan-13	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	\$229.4	May-14	Aug-18	Dec-19	Nov-24
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$230.3	May-14	Dec-17	Mar-19	Sep-24
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$203.6	May-14	May-19	Sep-20	Nov-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	Dec-24	Sep-25	Mar-27
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Apr-26	TBD	TBD	TBD



CAPITAL ACTION PLAN

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- Red = Forecast milestone is over three months later than plan
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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, I-5/Ortega Interchange	\$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	\$79.8	Jun-09	Dec-11	Aug-12	Jan-16
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Oct-14	Sep-15	Sep-16
SR-55, I-405 to I-5	\$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F Cost/Schedule Risk	\$505.7	Aug-17	Apr-20	May-22	Feb-27
SR-55, I-5 to SR-91	\$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	\$131.3	Mar-20	Jul-25	Jul-26	Oct-29
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Dec-18	Jul-24	Nov-25	Jun-28
Project G	\$71.8	Mar-19	Aug-24	Nov-25	Jun-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	\$38.0	Nov-09	Dec-10	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Jul-10	Sep-17	Jun-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	\$52.3	Dec-07	Jul-09	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	\$54.1	Dec-07	Jul-09	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Aug-17	Feb-18	Apr-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	May-28	TBD	TBD	TBD

CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	\$59.2	Jun-10	Apr-12	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Aug-16	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Oct-18	Jan-23	Feb-24	Sep-27
Project I	\$126.3	Jun-20	Mar-23	Jul-24	Mar-28
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	Dec-24	Jan-26	Jan-30
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	Aug-24	Dec-25	Jun-29
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	\$42.5	May-11	Feb-13	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	\$79.7	Apr-09	Aug-10	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	Feb-13	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	\$57.8	Dec-07	Dec-08	Aug-09	Jan-11
I-405, SR-55 to I-605 (Design-Build)	\$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,160.0	May-15	Nov-15	Nov-16	Feb-24
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	Aug-18	TBD	TBD	TBD

*Status through December 2023. For detailed project information, please refer to the individual project section within this report.



CAPITAL ACTION PLAN

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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-605, I-605/Katella Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$49.7	Oct-18	Jan-23	Nov-24	Jul-26
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	\$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	\$126.2	Nov-09	Dec-12	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Jan-11	Aug-12	May-13	May-18
Project O	\$99.6	Apr-11	Feb-13	Feb-14	Mar-18
Placentia Avenue Railroad Grade Separation	\$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	\$64.5	May-01	Jun-10	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	\$63.8	Sep-09	Jul-10	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	\$105.9	Sep-09	Oct-11	Jan-13	Oct-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	\$96.6	Sep-09	Jul-11	Feb-13	Oct-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	\$110.7	Sep-09	Jan-13	Nov-13	Jun-17
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	Nov-17	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	\$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	\$61.9	Sep-03	Jul-10	Feb-11	Jan-16

CAPITAL ACTION PLAN



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Bold = Forecasted/Actual

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Transit Projects:					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Oct-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	\$5.0	Jul-11	Jun-12	May-13	Mar-14
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R Cost/Schedule Risk	\$14.9	N/A	N/A	Oct-22	Aug-23
San Juan Capistrano Passing Siding	\$25.3	Jan-13	May-16	Dec-16	Feb-21
	\$33.2	Mar-14	Aug-18	Mar-19	Nov-20
Placentia Metrolink Station and Parking Structure	\$34.8	May-07	Jan-11	TBD	TBD
Project R Cost/Schedule Risk	\$40.1	May-07	Feb-11	TBD	TBD
Anaheim Canyon Station	\$27.9	Dec-16	May-19	Nov-19	Jan-23
	\$34.2	Jun-17	Oct-20	Mar-21	Jan-23
Orange Station Parking Expansion	\$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	\$30.9	May-16	Apr-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Dec-13	Sep-14	Mar-17
	\$4.2	N/A	Dec-13	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	\$5.2	Feb-14	Jul-15	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	\$232.2	Feb-12	May-12	Sep-12	Dec-14
OC Streetcar	\$595.8	Mar-12	Sep-17	Aug-18	Aug-25
Project S Cost/Schedule Risk	\$595.8	Mar-15	Nov-17	Sep-18	Aug-25

*Status through December 2023. For detailed project information, please refer to the individual project section within this report.

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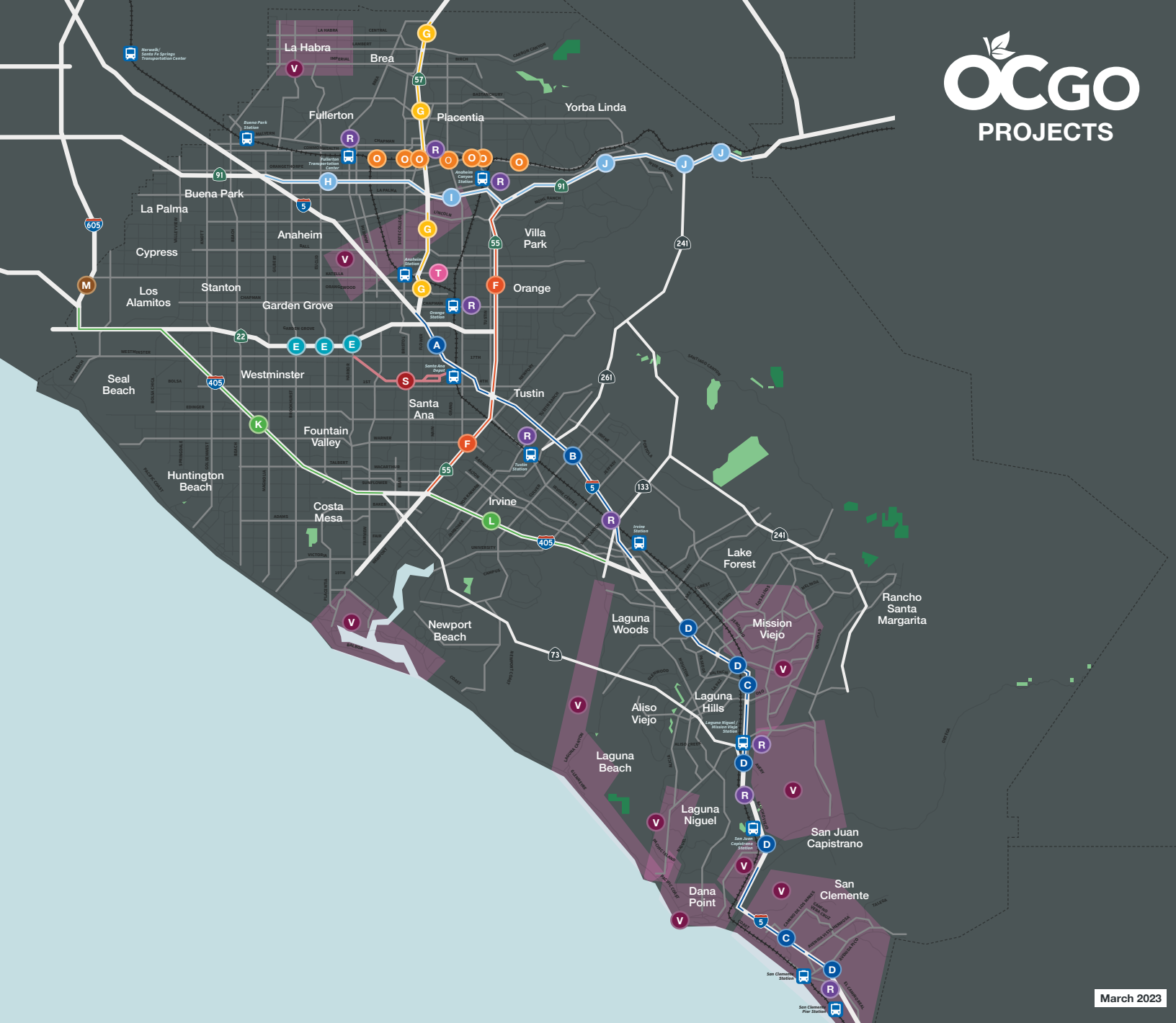
COMMON ABBREVIATIONS

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Public Utilities Commission	CPUC
Capital Action Plan	CAP
Comprehensive Transportation Funding Program	CTFP
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
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
Finance and Administration	F&A
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 15	I-15
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Maintenance and Storage Facility	MSF
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Notice to Proceed	NTP
Next 10 Delivery Plan	Next 10 Plan



COMMON ABBREVIATIONS

Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Operation and Maintenance	O&M
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Overhead Contact System	OCS
Pacific Coast Highway	PCH
Program Management Office	PMO
Project Management Oversight Consultant	PMOC
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 241	SR-241
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transportation Investment Plan	Plan
United States Army Corps of Engineers	Corps



March 2023

Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E** Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** Katella Avenue Interchange Improvements

Freeway Mitigation Program

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

Streets & Roads

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

Transit Projects

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

Other Projects Not Shown

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

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

Rail

- Metrolink Rail Line**
- Metrolink Station**