



Orange County Transportation Authority

Board Agenda

Tuesday, November 12, 2024 at 9:00 a.m.

550 South Main Street, Orange, California

Board Members

Tam T. Nguyen, Chair
Doug Chaffee, Vice Chair
Valerie Amezcua
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Michael Hennessey
Fred Jung
Farrah N. Khan
Stephanie Klopfenstein
Vicente Sarmiento
John Stephens
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

BOARD MEETING AGENDA

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.

Written Comment

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

Call to Order

Invocation

Director Stephens

Pledge of Allegiance

Director Sarmiento

1. Closed Session

Overview

A Closed Session will be held as follows:

Pursuant to Government Code Section 54956.9 - Conference with General Counsel
-Potential Litigation - Two Matters.

Special Calendar

Orange County Transportation Authority Special Calendar Matters

2. Proposed 2025 Board of Directors Meetings Calendar

Andrea West/Jennifer L. Bergener

Overview

Presented for consideration and approval are the proposed 2025 Board of Directors and Committee meetings calendars, depicting the dates of the Board of Directors and Committee meetings and holidays for the year.

Recommendation(s)

Approve the Orange County Transportation Authority and affiliated agencies 2025 Board of Directors meetings calendar.

Attachments:

BOARD MEETING AGENDA

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Consent Calendar (Items 3 through 16)

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

Orange County Transportation Authority Consent Calendar Matters

3. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the October 28, 2024 Orange County Transportation Authority and affiliated agencies' regular meeting.

Attachments:

[Minutes](#)

4. 2024 Board of Directors and Chief Executive Officer Initiatives and Action Plan - Third Quarter Progress Report

Lauren Sato/Kia Mortazavi

Overview

On February 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the 2024 Board and Chief Executive Officer (CEO) Initiatives (Attachment A) and Action Plan (Attachment B). The Action Plan consists of three Board initiatives supported by nine CEO initiatives to be monitored through 107 milestones throughout the calendar year. Reports detailing the progress on these milestones are provided on a quarterly basis for Board review. This report provides a summary of progress on third quarter (Q3) milestones from July 1, 2024, through September 30, 2024. At the conclusion of Q3, 51 of the 107 milestones have been completed. Highlights of these accomplishments are provided below.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

BOARD MEETING AGENDA

5. Regional Planning Update

Angel Garfio/Kia Mortazavi

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Presentation](#)

6. Orange County Transportation Authority Climate Adaptation and Sustainability Plan Follow-Up Activities Update

Lauren Sato/Kia Mortazavi

Overview

The Orange County Transportation Authority completed its first Climate Adaptation and Sustainability Plan in 2024. The Climate Adaptation and Sustainability Plan is a comprehensive, agencywide plan that addresses how the Orange County Transportation Authority can protect its infrastructure and operations from the negative impacts of climate change (climate adaptation), while minimizing its emissions (sustainability). This report highlights progress that has been made on activities resulting from the completion of the Climate Adaptation and Sustainability Plan and next steps.

Recommendation(s)

Receive and file as an information item

Attachments:

[Transmittal](#)

[Staff Report](#)

BOARD MEETING AGENDA

7. 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

Louis Zhao/Kia Mortazavi

Overview

On March 21, 2024, the California Transportation Commission adopted the 2025 Active Transportation Program guidelines and issued a two-tiered call for projects, the State of California Statewide call for projects, and the Southern California Association of Governments' regional program. The Orange County Transportation Authority can assign additional points to project applications to augment scores, which will be considered during the regional program review. The assignment of points for Orange County applications is presented for the Board of Directors' approval.

Recommendation(s)

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Orange County Local Transportation Authority Consent Calendar Matters

8. First Quarter Fiscal Year 2024-25 Capital Action Plan and Performance Metrics

James G. Beil

Overview

Staff has prepared a quarterly progress report on capital project delivery for the period of July 2025 through September 2025, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway, transit, and rail projects.

Recommendation(s)

Receive and file as an information item.

BOARD MEETING AGENDA

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

9. Consultant Selection for On-Call Real Property Appraisals and Related Services

Joe Gallardo/James G. Beil

Overview

On June 10, 2024, the Orange County Transportation Authority Board of Directors authorized the issuance of a request for proposals for consultants to provide on-call real property appraisals and related services for all future Capital Programs projects. Board of Directors' approval is requested to select the firms to perform the required work.

Recommendation(s)

- A. Approve the selection of R.P. Laurain & Associates, Inc., Santolucito Doré Group, Inc., and Hennessey & Hennessey LLC as the firms to provide on-call real property appraisals and related services in the aggregate amount of \$3,000,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2217 between the Orange County Transportation Authority and R.P. Laurain & Associates, Inc. as the firm to provide on-call real property appraisals and related services for a five-year term.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2475 between the Orange County Transportation Authority and Hennessey & Hennessey, LLC as the firm to provide on-call real property appraisals and related services for a five-year term.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2476 between the Orange County Transportation Authority and Santolucito Doré Group, Inc. as the firm to provide on-call real property appraisals and related services for a five-year term.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

BOARD MEETING AGENDA

10. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Niall Barrett/James G. Beil

Overview

On October 22, 2018, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing cooperative agreement is needed to provide additional funding for construction capital and construction support services.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$3,929,113, for additional construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$157,942,113.
- B. Authorize the use of up to \$3,929,113 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

BOARD MEETING AGENDA

11. Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Niall Barrett/James G. Beil

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved a contract with Arcadis U.S., Incorporated, to provide construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing agreement is needed to provide additional funding for construction management support services.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$1,355,275, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$14,541,252.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

12. Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Dennis Mak/James G. Beil

Overview

On June 8, 2015, the Orange County Transportation Authority Board of Directors selected Jacobs Project Management Co. to provide construction management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,600,000, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$52,187,573.

Attachments:

BOARD MEETING AGENDA

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

13. Amendment to Agreement for Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Dennis Mak/James G. Beil

Overview

On December 10, 2012, the Orange County Transportation Authority Board of Directors selected Parsons Transportation Group, Inc., to provide program management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605 for a term of six and a half years. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$2,000,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$140,170,682.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

14. Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Recommendation(s)

- A. Authorize the use of an additional \$47,300,000 in Measure M2 funds for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2574 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$107,800,000, comprised

BOARD MEETING AGENDA

of a construction capital share of \$90,000,000, and a construction management services share of \$17,800,000 for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

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

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

15. Consultant Selection for Construction Management Support Services for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Niall Barrett/James G. Beil

Overview

On July 8, 2024, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendation(s)

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2241 between the Orange County Transportation Authority and WSP USA Inc. to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

BOARD MEETING AGENDA

16. Amendment to Agreement for Regional Modeling-Traffic Operations On-Call Support Staffing Agreement

Alicia Yang/Kia Mortazavi

Overview

On February 8, 2021, the Orange County Transportation Authority Board of Directors approved the selection of W.G. Zimmerman Engineering, Inc. as the firm to provide on-call support staffing services for the Regional Modeling and Traffic Operations section for a two-year initial term with two, two-year option terms. The first option term approved by the Board of Directors expires on February 28, 2025. Staff is requesting approval to exercise the second option term effective March 1, 2025 through February 28, 2027.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., to exercise the second option term, in the amount of \$400,000, to continue providing regional modeling-traffic operations support staffing services, effective March 1, 2025 through February 28, 2027. This will increase the maximum obligation of the agreement to a contract value of \$1,200,000.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

17. Active Transportation Program Biannual Update

Peter Sotherland/Kia Mortazavi

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public. An update on recent and upcoming activities is provided.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Presentation](#)

BOARD MEETING AGENDA

Orange County Local Transportation Authority Regular Calendar Matters

18. Measure M2 2024 Update: Next 10 Delivery Plan

Francesca Ching/Kia Mortazavi

Overview

The Measure M2 Next 10 Delivery Plan aims to strategically deliver Measure M2 freeway, roadway, transit, and environmental projects. A comprehensive review of the M2 Next 10 Delivery Plan was recently conducted to incorporate updates to the Measure M2 sales tax revenue forecast, external funding assumptions, and project information. As a result of this review, staff has prepared the 2024 update of the Measure M2 Next 10 Delivery Plan. The 2024 update verifies the realization of Measure M2 near-term commitments through fiscal year 2033-34, maintains fiscal sustainability, and strives to deliver transportation benefits expeditiously to the benefit of the Orange County community. The draft update is presented to the Board of Directors for review and approval.

Recommendation(s)

- A. Adopt the 2024 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan.
- C. Direct staff to continue monitoring revenue and project cost shifts that could affect the delivery plan and, if necessary, report to the Board of Directors with changes.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

Discussion Items

19. Interstate 605/Katella Avenue Interchange Project Update

Josue Vaglienty/James G. Beil

Overview

Staff will provide a project update.

Attachments:

[Presentation](#)

BOARD MEETING AGENDA

20. Public Comments

21. Chief Executive Officer's Report

22. Directors' Reports

23. Adjournment

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

9:00 a.m., on Monday, November 25, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Proposed 2025 Board of Directors Meetings Calendar

Executive Committee Meeting of November 4, 2024

Present: Chair Nguyen, Vice Chair Chaffee, Directors Hennessey, Jung, and Wagner

Absent: None

Committee Vote

This item was passed by the Members present.


Committee Recommendation(s)

Approve the Orange County Transportation Authority and affiliated agencies 2025 Board of Directors meetings calendar.



November 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Proposed 2025 Board of Directors Meetings Calendar

Overview

Presented for consideration and approval are the proposed 2025 Board of Directors and committee meeting calendars, depicting the dates of the Board of Directors and committee meetings and holidays for the year.

Recommendation

Approve the Orange County Transportation Authority and affiliated agencies 2025 Board of Directors meetings calendar.

Discussion

The 2025 meetings calendar for the Orange County Transportation Authority Board of Directors (Board) and affiliated agencies has been prepared by the Clerk of the Board and is presented for approval and adoption.

In order to mitigate scheduling conflicts for Board Members, the proposed calendar takes into consideration the scheduled meetings of the:

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

The proposed 2025 calendar reflects 22 regular Board meetings occurring on the second and fourth Mondays of the month, consistent with well-established past scheduling practices (Attachment A). Only one Board meeting is scheduled for August and December.

In consultation with the Chair and Vice Chair, it is proposed that the Board meeting start time be adjusted to 9:30 a.m.

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

For planning purposes, a draft committee calendar has been provided. Once the committee chairs have been assigned and committee members appointed by the Board on January 27, 2025, changes to the proposed 2025 committee meeting schedules may occur.

Each committee will approve their respective meeting schedules in February 2024 (Attachment B), and exceptions to the standard monthly meeting schedule are noted (Attachment C).

Summary

Approval is requested for the proposed Board meetings calendar, which sets dates for the regular Board meetings in 2025.

Attachments

- A. Orange County Transportation Authority 2025 Board Meetings Calendar – Draft 11.4.24
- B. Orange County Transportation Authority 2025 Board and Committee Meeting Calendar – Draft 11.4.24
- C. 2025 Board and Committee Calendar – Proposed Exceptions

Prepared by:



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

Approved by:



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



2025 OCTA BOARD MEETINGS CALENDAR

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
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DECEMBER						
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DRAFT 11.4.24

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

Holidays



ORANGE COUNTY TRANSPORTATION AUTHORITY

2025 BOARD AND COMMITTEE MEETING CALENDAR

Draft 11.4.24

JANUARY						
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*Corona City Hall (400 S. Vicentia Ave., Corona)

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

OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting

9:30 a.m.: OCTA Headquarters, 550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

EXEC
9:00 a.m.RTP
10:30 a.m.SR-91
9:30 a.m.

Holidays

Transit
9:00 a.m.F & A
10:30 a.m.L & C
9:00 a.m.

2025 Board and Committee Calendar - Proposed Exeptions

Standard monthly meeting dates and times are as follows:

Board of Directors (Board) – 2nd and 4th Monday at 9:30 a.m. (reflects a change from prior years)

Executive Committee – 1st Monday at 9:00 a.m.

Regional Transportation Planning (RTP) Committee – 1st Monday at 10:30 a.m.

Finance and Administration (F&A) Committee – 2nd and 4th Wednesday at 10:30 a.m.

Transit Committee – 2nd Thursday at 9:00 a.m.

Legislative and Communications (L&C) Committee – 3rd Thursday at 9:00 a.m.

Month	Proposed Exceptions to Standard Meeting Dates
January	Cancel Executive and RTP Committees
February	No change
March	No change
April	F&A Committee meets once
May	Adjust May 26 Board meeting to Tuesday, May 27 to accommodate Memorial Day holiday
June	No change Note: June 19 L&C Committee meets on Juneteenth
July	F&A Committee meets once
August	Adjust the September Executive and RTP Committees to Thursday, August 28, due to the Labor Day holiday Board meets once
September	See the month of August for adjustments to the Executive and RTP Committees Note: September 11 Transit Committee meets on Patriot Day
October	F&A Committee meets once Note: October 13 Board meets on Columbus Day
November	F&A Committee meets once
December	F&A Committee meets once Board meets once

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



Call to Order

The October 28, 2024, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and affiliated agencies was called to order by Chair Nguyen at 9:00 a.m. at the OCTA Headquarters, 550 South Main Street, Orange, California.

Directors Present: Tam T. Nguyen, Chair
Doug Chaffee, Vice Chair
Valerie Amezcua
Jon Dumitru
Jamey Federico
Katrina Foley
Patrick Harper
Michael Hennessey
Fred Jung
Farrah N. Khan
Stephanie Klopfenstein
Vicente Sarmiento
Donald P. Wagner
Lan Zhou, Ex-Officio, Caltrans, District 12

Directors Absent: John Stephens
Mark Tettemer

Staff Present: Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Allison Cheshire, Clerk of the Board, Senior
James Donich, General Counsel

Special Calendar

1. Closed Session

Overview

A Closed Session will be held as follows:

- A. Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Orange County Transportation Authority v. Encore Cowan, LLC., et al, OCSC Case No. 30-2021-01202351.
- B. Pursuant to Government Code Section 54956.9(d)(1) - Conference with General Counsel - Existing Litigation - Jane Doe v. Orange County Transportation Authority, OSCS Case No. 30-2021-01218637.

All members were present except for Directors Stephens and Tettemer, who were absent from the meeting.

James Donich, General Counsel, stated there was no report on these matters.



Special Calendar

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

Resolutions of Appreciation were presented to Lee Diep, Coach Operator; Rafael Luna, Maintenance; and Kriss Garbowski, Administration, as Employees of the Month for October 2024.

Consent Calendar (Items 3 through 19)

3. Approval of Minutes

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to approve the minutes of the October 14, 2024 Orange County Transportation Authority and affiliated agencies' regular meeting.

4. Fiscal Year 2024-25 Internal Audit Plan, First Quarter Update

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to receive and file the first quarter update to the Orange County Transportation Authority Internal Audit Department Fiscal Year 2024-25 Internal Audit Plan as an information item.

5. Investment Manager Contracts, Internal Audit Report No. 25-504

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to direct staff to implement two recommendations provided in Investment Manager Contracts, Internal Audit Report No. 25-504.

6. Fiscal Year 2023-24 Fourth Quarter Budget Status Report

Director Foley pulled this item to inquire about the plan to bring the vacancy rate below ten percent for Coach Operators, Maintenance, and Transportation Communications International Union positions.

Maggie McJilton, Executive Director of People and Community Engagement, stated that staff has several tools to reduce the vacancy rate.

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

7. Orange County Transportation Authority Investment and Debt Programs Report -

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



8. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Claims for Fiscal Year 2024-25

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to authorize the filing of SB 1 State of Good Repair claims, in the amount of \$7.084 million, or up to the actual allocation published by the State Controller's Office, to fund capital projects approved by the Orange County Transportation Authority Board of Directors.

9. State Transit Assistance Fund Claims for Fiscal Year 2024-25

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to adopt Resolution No. 2024-080 to authorize the filing of State Transit Assistance Fund claims, in the amount of \$50,464,493, or up to the actual allocation published by the State Controller's Office, to support public transportation.

10. Performance Evaluation of State Legislative Advocate, Topp Strategies

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

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

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

12. Draft 2025-26 State and Federal Legislative Platforms
Alexis Carter/Kristin Jacinto

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to direct staff to move forward with the recommended revisions to the draft 2025-26 Orange County Transportation Authority State and Federal Legislative Platforms and incorporate any feedback from the Orange County Transportation Authority Board of Directors, returning to the Board of Directors for final adoption at a later date.

13. Agreement for 2026 Long-Range Transportation Plan Public Outreach Consultant Services

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

- A. Approve the selection of Arellano Associates, LLC, as the firm to provide public outreach services for the 2026 Long-Range Transportation Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2295 between the Orange County Transportation Authority and Arellano Associates, LLC, in the amount of \$350,000, for a two-year initial term with one, one-year option term, to provide public outreach services for the 2026 Long-Range Transportation Plan.

Director Dumitru voted in opposition on this item.

14. Excess Liability Insurance Renewal

Staff pulled this item and will return to the November 13th Finance and Administration Committee with additional information as requested by the Committee.

15. Diversity Outreach Update

Director Amezcua pulled this item to acknowledge Ted Nguyen and the Community Outreach team and the great feedback from the constituents in Santa Ana.

Director Khan acknowledged the Outreach team and stated they do a great job.

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

16. Federal Transit Administration Drug and Alcohol Compliance Audit

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to receive and file the Federal Transit Administration Drug and Alcohol Compliance Audit as an information item.

17. Amendment to the Agreement for OC ACCESS Paratransit and OC Flex Microtransit Service

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., to allow reimbursement for no-shows, cancel-at-the-door trips, and specific non-revenue support services estimated to be \$3,864,084.

18. Interstate 5 Improvement Project: Oso Parkway to Alicia Parkway Design and Construction Management, Internal Audit Report No. 25-501

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to direct staff to implement the recommendation provided in Interstate 5 Improvement Project: Oso Parkway to Alicia Parkway Design and Construction Management, Internal Audit Report No. 25-501.

19. Contract Change Order for Construction of the OC Streetcar Project

A motion was made by Director Foley, seconded by Director Sarmiento, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 250 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$325,000, to modify pumps in the wheel truing and service and inspection pit at the maintenance and storage facility.

Directors Dumitru and Wagner voted in opposition to this item.

Regular Calendar

20. OC Streetcar Project Quarterly Update

James G. Beil, Executive Director of Capital Planning, and Tresa Oliveri, Community Relations Specialist, Principal, provided a presentation on this item.

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

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

Jennifer L. Bergener, Deputy Chief Executive Officer (DCEO), provided opening comments and introduced Dr. Wallace Walrod, Chief Economic Advisor, and Dr. Marlon Boarnet, Professor from the Orange County Business Council, who presented this item.

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

Discussion Items

22. Public Comments

Public comment was heard from Amanda Quintanilla.



23. Chief Executive Officer's Report

Ms. Bergener, DCEO, provided a report on the following:

- International Bridge, Tunnel, and Turnpike Association's Annual Meeting
- Headquarters Update

24. Directors' Reports

Director Sarmiento noted the resignation of Andrew Do from the County of Orange and requested that staff review any contracts in which Mr. Do may have been involved.

Director Foley commented on OCTA's application for a grant to receive funds from the State of California for the City of San Clemente.

Director Amezcua welcomed OCTA to the City of Santa Ana.

25. Adjournment

The meeting adjourned at 10:17 a.m.

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

9:00 a.m., on TUESDAY, November 12, 2024

OCTA Headquarters

Board Room

550 South Main Street

Orange, California

ATTEST:

Gina Ramirez
Assistant Clerk of the Board



November 12, 2024

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2024 Board of Directors and Chief Executive Officer Initiatives and Action Plan – Third Quarter Progress Report

On February 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the 2024 Board and Chief Executive Officer (CEO) Initiatives (Attachment A) and Action Plan (Attachment B). The Action Plan consists of three Board initiatives supported by nine CEO initiatives to be monitored through 107 milestones throughout the calendar year. Reports detailing the progress on these milestones are provided on a quarterly basis for Board review. This report provides a summary of progress on third quarter (Q3) milestones from July 1, 2024, through September 30, 2024. At the conclusion of Q3, 51 of the 107 milestones have been completed. Highlights of these accomplishments are provided below.

Q3 Progress Report

By the end of Q3, OCTA completed 48 percent of the total milestones scheduled for completion. There are 49 milestones remaining that OCTA anticipates achieving before the end of calendar year 2024 and seven will be carried over and/or reconsidered for 2025, for an approximate 93 percent completion rate overall. Some of the highlights accomplished in Q3 include:

- Awarded a contract for the construction of the new OCTA Transit Security and Operations Center that will be located in the City of Anaheim;
- Updated and rolled out a new Customer Conduct Policy to enhance the rider experience and provide a safe and efficient transit experience for all passengers;
- Completed the 2024 Measure M2 (M2) Community-Based Transit Circulators (Project V) call for projects, which provided funding, totaling \$42,371,701, to 13 projects to support development of local bus transit services;
- Initiated the sixth M2 Triennial Performance Assessment, which will evaluate the efficiency, effectiveness, economy, and results of OCTA's delivery of M2 during fiscal year 2021-22 through fiscal year 2023-24;
- Accepted Transit and Intercity Rail Capital Program grants for SB 125 funding, which will help support high-priority transit projects, improve critical rail infrastructure, deploy zero-emission buses, and produce clean energy at OCTA facilities;

- Approved the purchase of a property to serve as OCTA's future administrative headquarters;
- Worked collaboratively with external agencies to update the initial conceptual solutions in the Coastal Rail Resiliency Study and Assessment;
- Made progress on the Project Approval and Environmental Document phase for the OC Connect project, a proposed bicycling and walking trail in the cities of Garden Grove and Santa Ana.

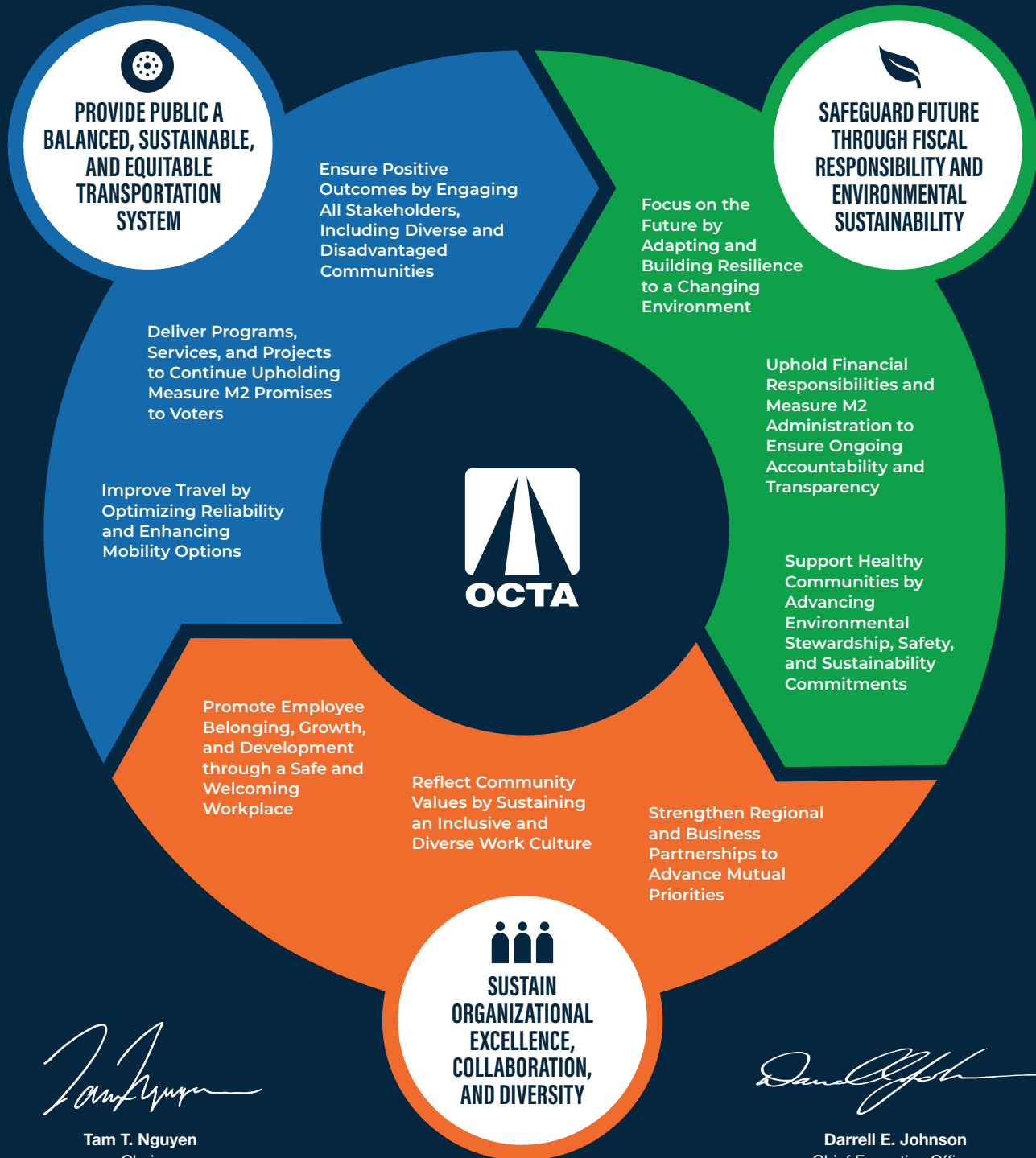
Overall, 20 total milestones were accomplished during the quarter, some of which are noted above. OCTA is working on the remaining goals and revised the delivery timeframes for six milestones that are now anticipated to occur in the fourth quarter. Additionally, seven other milestones originally planned for completion in 2024, will be carried over beyond the year-end. These include: completing the operations and maintenance agreement with the City of Garden Grove for the OC Streetcar Project, awarding a construction contract for both the hydrogen fueling station at the Garden Grove Bus Base, as well as for the Interstate 605 and Katella Avenue Interchange Project, releasing the draft Environmental Impact Report for public circulation for the Interstate 5 Improvement Project (San Diego County Line to Avenida Pico), filing the Conditional Use Permit request for the Metrolink Orange County Maintenance Facility, initiating OC Streetcar testing with Herzog, and fully implementing the new Infor Enterprise Asset Management System. Schedule adjustments were largely attributed to delays in coordination and ongoing discussions with partner agencies, setbacks by utilities to provide needed services, and construction delays. OCTA will continue these milestones in 2025. For more details, please refer to Attachment B.

The Q3 progress report is complete and included for your review. Entering the final quarter of the year, OCTA continues to be committed to achieving its goals and advancing the 2024 Board and CEO Initiatives, while ensuring the immediate needs of the public, customers, and agency employees are met to keep Orange County moving. Please contact me at (714) 560-5343 with any questions or suggestions.

DEJ:ls
Attachments

Orange County Transportation Authority

2024 Board & CEO Initiatives



Tam T. Nguyen
Chair

Darrell E. Johnson
Chief Executive Officer



Orange County Transportation Authority

2024 Board & CEO Initiatives



Tam T. Nguyen

Tam T. Nguyen
Chair

Darrell E. Johnson

Darrell E. Johnson
Chief Executive Officer



2024 Board Initiatives

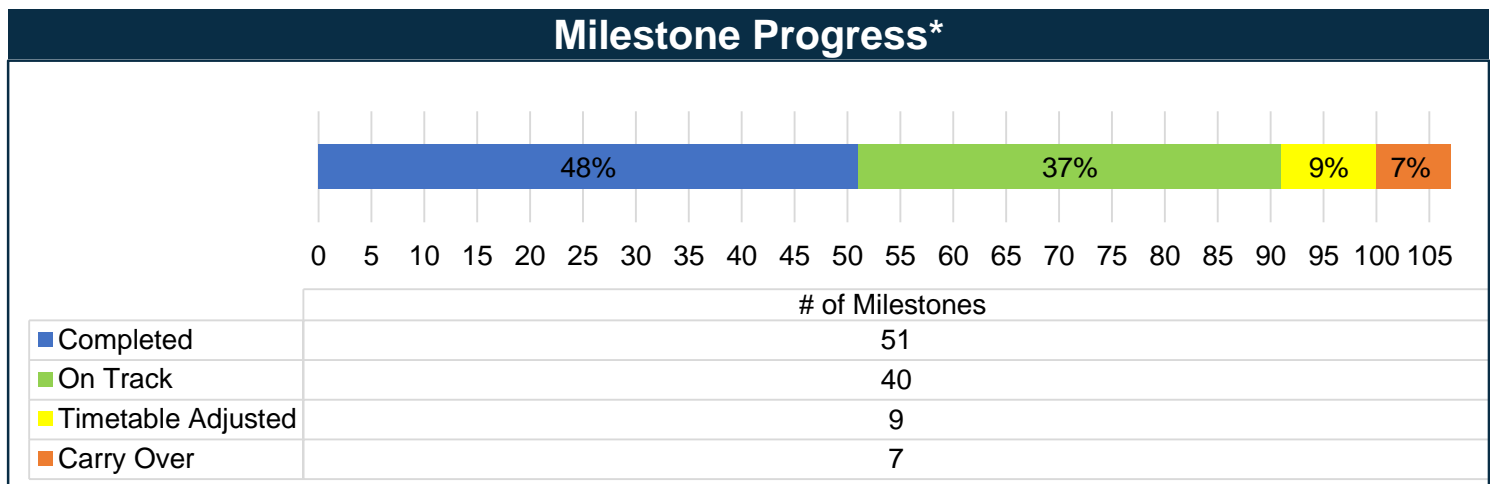
- Provide Public a Balanced, Sustainable, and Equitable Transportation System
- Sustain Organizational Excellence, Collaboration, and Diversity
- Safeguard Future through Fiscal Responsibility and Environmental Sustainability

2024 CEO Initiatives

- Ensure Positive Outcomes by Engaging All Stakeholders, Including Diverse and Disadvantaged Communities
- Improve Travel by Optimizing Reliability and Enhancing Mobility Options
- Deliver Programs, Services, and Projects to Continue Upholding Measure M2 Promises to Voters
- Reflect Community Values by Sustaining an Inclusive and Diverse Work Culture
- Strengthen Regional and Business Partnerships to Advance Mutual Priorities
- Promote Employee Belonging, Growth, and Development through a Safe and Welcoming Workplace
- Uphold Financial Responsibilities and Measure M2 Administration to Ensure Ongoing Accountability and Transparency
- Focus on the Future by Adapting and Building Resilience to a Changing Environment
- Support Healthy Communities by Advancing Environmental Stewardship, Safety, and Sustainability Commitments

2024 CEO Milestone Summary

Number of Milestones by Quarter	
Quarter Due	Number
First Quarter	7
Second Quarter	18
Third Quarter	30
Fourth Quarter	52
TOTAL	107



*Due to rounding, total percentage may not be equal to 100%.

FIRST QUARTER (Q1)**6 of 7 Completed -****86%**

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	405 Express Lanes	Ensure TIFIA Loan Compliance	Begin providing quarterly operating report to TIFIA - Q1	March 26, 2024 - provided first Quarterly Traffic and Operating Report for the quarter ending December 31, 2023 to the Build America Bureau.				
2.	OC Streetcar*	Prepare for OC Streetcar Operations	Complete operations and maintenance agreements with the cities of Garden Grove and Santa Ana - Q1	January 2024 - Santa Ana agreement approved by Santa Ana City Council, and by the OCTA Board in August 2024. Due to ongoing negotiations with the City of Garden Grove, the Garden Grove agreement has been delayed and will be carried over and reconsidered for 2025.				
3.	OC Streetcar**	Complete Vehicle Production	Complete manufacturing of all eight vehicles - Q1	Due to the manufacturer's production schedule for required vehicle parts, production of the eighth vehicle had been delayed; June 2024 - completed last remaining vehicle. All eight vehicles are being held in storage.				
4.	Paratransit Vehicles	Replace 121 Cutaway Buses with a Mix of Cutaways and Vans	Seek Board approval to award contract to purchase the mix of paratransit vehicles - Q1	Due to additional time being needed for internal discussion about the item, this was delayed; April 22, 2024 - presented to Board for approval.				
5.	Zero-Emission Bus (ZEB) Pilots*	Advance Zero-Emission Goals	Provide progress report to Board on ZEB pilots, including the hydrogen FCEBs and plug-in BEBs - Q1	February 12, 2024 - provided progress report to Board.				

*2023 Carryover

**2023 Carryover (modified)

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q1 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
6.	Management Development Academy (MDA) and Leadership Development Academy (LDA)	Provide Professional Development Opportunities	Graduate fifth cohort of MDA and launch fifth cohort of LDA - Q1	January 16, 2024 - launched fifth LDA cohort; March 12, 2024 - presented fifth MDA cohort capstone presentations, followed by a formal graduation ceremony in April.				
7.	2025 Federal Transportation Improvement Program (FTIP)	Comply with State and Federal Law to Update the FTIP (Allows for the Obligation of Federal Funds)	Seek Board approval to submit 2025 FTIP - Q1	February 12, 2024 - presented 2025 FTIP to Board for approval to submit to SCAG.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

SECOND QUARTER (Q2)

15 of 18 Completed - 83%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	BEB Charging Infrastructure (Santa Ana Bus Base)	Advance Zero-Emission Goals	Complete project design for charging stations - Q2	Due to ongoing electrical design and coordination with Southern California Edison, completion of the project design has been delayed and is now anticipated for Q4.				
2.	I-405 Project	Complete Construction	Complete construction of all project improvements - Q2	June 2024 - completed construction.				
3.	Transit Security and Operations Center**	Ensure Transit Service Continuity	Seek Board approval to award construction contract - Q2	Due to unforeseen challenges in the procurement schedule, this has been delayed and is now anticipated for Q3; September 23, 2024 - presented to Board for approval.				
4.	Disadvantaged Business Enterprise (DBE)	Ensure That Disadvantaged Businesses Can Compete Fairly for OCTA Projects and Services	Develop a federally-mandated triennial DBE goal and consider adopting an OCTA Equity statement - Q2	June 24, 2024 - presented triennial DBE goal to Board for approval.				
5.	OCTA's Operating and Capital Budget	Develop a FY 2024-25 Balanced Budget	Present a comprehensive and balanced OCTA FY 2024-25 budget, including additional expansion of service, and Metrolink funding for adoption by the Board - Q2	June 24, 2024 - presented FY 2024-25 budget to Board for adoption.				
6.	Reserve Policy	Maintain Reserves for OCTA's Program and Services	Present updated Reserve Policy to Board for approval based on commencement of operations of the 405 Express Lanes - Q2	June 24, 2024 - presented to Board for approval.				
7.	Bus Fleet Management	Maintain Fleet in a State of Good Repair	Seek Board approval to award contract to purchase 40 FCEBs to replace a portion of the remaining fleet - Q2	Due to the bus manufacturer having not yet provided all the required documentation to complete the procurement, this has been delayed; November 2024 - anticipated to present to Board for approval.				

**2023 Carryover (modified)

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
8.	Bus Fleet Management	Maintain Fleet in a State of Good Repair	Seek Board approval to award contract to purchase ten BEBs to replace a portion of the remaining fleet - Q2	Due to the bus manufacturer having not yet provided all the required documentation to complete the procurement, this has been delayed; November 2024 - anticipated to present to Board for approval.				
9.	Coach Operator Barriers	Enhance Bus Operator Safety	Seek Board approval to award contract to install protection barriers on the existing fleet - Q2	April 22, 2024 - presented to Board for approval.				
10.	Metrolink Service	Increase Opportunities for Special Metrolink Service	Coordinate with Metrolink to re-initiate Angels Express - Q2	March 26, 2024 - commenced Angels Express service.	Early Complete			
11.	Zero-Emission Paratransit Buses**	Advance Zero-Emission Goals	Initiate procurement to replace ten gasoline OC ACCESS vehicles with ten battery-electric vehicles - Q2	March 28, 2024 - initiated procurement.	Early Complete			
12.	Early Career Academy (ECA)	Provide Early Career Development to Grow New Professionals	Graduate fourth cohort of ECA - Q2	June 2024 - graduated fourth cohort.				
13.	Insurance Policies	Move All Insurance Policies to FY Policy Renewal	Present policies to Board for consideration - Q2	May 28, 2024 - presented to Board for consideration.				
14.	Personnel and Salary Resolution	Attract and Retain Top Talent	Present recommendations to Board as part of the OCTA FY 2024-25 budget - Q2	June 24, 2024 - presented recommendations to Board for adoption as part of the FY 2024-25 budget.				
15.	Coastal Rail Resiliency Study	Identify Potential Near-Term and Mid-Term Solutions to Protect the Existing Coastal Rail Infrastructure	Engage stakeholders across different spectrums in the development of solutions with respect to opportunities and constraints - Q2	OCTA conducted a number of listening sessions and focus meetings with a wide variety of stakeholders. May 30, 2024 - concluded listening sessions with two public meetings and an elected roundtable on May 31, 2024.				

**2023 Carryover (modified)

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
16.	Complete Streets Funding Program	Develop Funding Approach for Bicycle and Pedestrian Projects that Reduce Traffic Congestion and Improve Air Quality	Submit funding recommendations to SCAG for consideration - Q2	February 12, 2024 - presented project prioritization recommendations to Board for approval to submit to SCAG; March 2024 - submitted recommendations to SCAG.	Early Complete			
17.	Signal Synchronization	Improve Roadway Efficiency	Provide update to Board on signal synchronization projects (Project P), including the countywide signal synchronization baseline - Q2	Due to the cancellation of the June 2024 RTP, the update to Board had been delayed; September 9, 2024 - provided update to Board.				
18.	Transit Chokepoint Study*	Identify Bus Operation Impediments that Lead to Reduced Speed and Reliability Challenges	Award contract - Q2	April 22, 2024 - awarded contract.				

*2023 Carryover

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

THIRD QUARTER (Q3)

20 of 30 Completed - 67%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	Hydrogen Fueling Station (Garden Grove Bus Base)	Advance Zero-Emission Goals	Seek Board approval to award construction contract - Q3	Due to unforeseen challenges in the procurement schedule, this has been delayed and will be carried over and reconsidered for 2025. September 23, 2024 - presented to Board to release RFQ, as part of a required two-step procurement process, with a five-month RFP selection process to follow (anticipated to present design-build agreement to Board for approval in Q2 2025).				
2.	I-5, Avenida Pico to San Diego County Line*	Advance Environmental Phase	Release Draft EIR and provide update to Board - Q3	August 12, 2024 - provided update to Board as part of the South Orange County Transportation Projects status report. However, due to ongoing VMT discussions with the State, release of the Draft EIR to the public has been delayed and will be carried over and reconsidered for 2025.				
3.	I-5, SR-73 to El Toro Road Project	Continue to Advance Construction on All Segments	Provide construction update to Board - Q3	March 11, 2024 - provided update to Board.	Early Complete			
4.	Orange County Maintenance Facility	Advance Climate Goals by Reducing Greenhouse Gas Emissions	File Conditional Use Permit request - Q3	Due to ongoing legal challenges with the City of Irvine, this has been delayed and will be carried over and reconsidered for 2025.				
5.	SR-91, SR-55 to Lakeview Avenue**	Initiate Construction	Award construction contract - Q3	November 2024 - anticipated to award contract.				

*2023 Carryover

**2023 Carryover (modified)

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
6.	241/91 Express Lanes Connector (ELC)*	Provide 241/91 ELC Project Progress	Provide update to Board on the status of the project with a discussion on next steps - Q3	Staff from OCTA, RCTC, TCA, and Caltrans continue to meet regularly to discuss the project and prepare the agreements necessary for moving the project forward. It is anticipated that a Master Agreement and Operating Agreement will be presented to Board for approval by the end of the calendar year. As a result, this has been delayed to Q4; November 25, 2024 - anticipated to provide update to Board.				
7.	91 Express Lanes*	Install Toll Entrance Readers to Register Vehicles Entering the 91 Express Lanes	Complete installation of infrastructure gantries, cameras, and readers at the three entrances of the 91 Express Lanes - Q3	Due to additional time being needed to await the results of the electrical design and review for the next steps, this has been delayed and is now anticipated to be completed in Q4.				
8.	Credit Ratings	Maintain OCTA's Positive Credit Rating	Conduct annual rating agency meeting - Q3	July 2024 - conducted meeting.				
9.	Cybersecurity	Protect OCTA's Information Systems	Require completion of annual cybersecurity training for all employees - Q3	September 16, 2024 - launched cybersecurity training as part of the General User Annual Refresher Training for the FY 2024-25 mandatory training.				
10.	Metrolink Service	Plan, Fund, and Administer Sustainable Metrolink Service	Receive updates from Metrolink on their plans to develop a service plan that is consistent with market demand, funding capacity, and the Metrolink crew and equipment optimization study - Q1 and Q3	January 11, 2024 - Metrolink update presented to Transit Committee; May 13, 2024 - Metrolink presented budget request, including overview of service optimization plans, to Board.		Early Complete		

*2023 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
11.	OC Flex	Explore Efficient and Effective Transit Options to Better Meet Mobility Demands in Orange County	Assess OC Flex performance and provide a report to the Board on future direction - Q3	September 12, 2024 - provided update to Transit Committee as part of the Bimonthly Transit Performance Report. Due to scheduling challenges, the update to Board on future direction has been delayed; December 2024 - anticipated to provide report to Board.				
12.	OC Streetcar	Prepare for OC Streetcar Operations	Initiate OC Streetcar testing with Herzog - Q3	Due to testing with Herzog being dependent on the construction schedule and completion of the OC Streetcar Maintenance and Storage Facility, this has been delayed and will be carried over and reconsidered for 2025; an update to Board on the project schedule is anticipated to be provided in Q4.				
13.	Rider Code of Conduct	Prioritize Safety and Protection of OC Bus Riders and Workers	Update and roll out new rider Code of Conduct - Q3	September 2024 - updated rider Code of Conduct Policy.				
14.	Coach Operator Collective Bargaining Agreement	Negotiate and Renew Agreement	Present agreement to Board - Q3	May 13, 2024 - presented and approved by the Board in closed session.		Early Complete		

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
15.	College Pass Program	Continue Working with Community Colleges to Renew or Extend Agreements for the Program	Exercise option term with Cypress College and renew agreements with Saddleback College, Santa Ana College, Irvine Valley College, Golden West College, and Fullerton College - Q3	January 2024 - amended agreement with Cypress College, which extended program to 2026; June 2024 - executed contract with Santa Ana College; July 2024 - executed new agreement with Golden West College; August/ September 2024 - executed contracts with Irvine Valley, Fullerton, and Saddleback Colleges. Due to the existing contract with Coastline College being in effect through January 2025, the agreement renewal has been delayed and is anticipated to be executed in Q4.				
16.	Diversity, Equity, Inclusion, and Belonging - Affirmative Action Plan/Equal Employment Opportunity (AAP/EEO)	Provide Updates on Progress of AAP/EEO Development and Implementation and Adhere to Federal Requirements	Present biannual updates to ESC and submit AAP/EEO Plan to FTA - Q1 and Q3	February 26 and February 29, 2024 - first biannual update presented to ESC and management team, respectively; April 29, 2024 - submitted AAP/EEO Plan to FTA; September 23, 2024 - presented second biannual update to ESC.				
17.	Diversity, Equity, Inclusion, and Belonging - Employee Training	Create an Inclusive and Engaging Workplace	Provide mandatory training to all administrative employees - Q3	June 12, 2024 - provided training to all administrative employees.		Early Complete		
18.	Employee Health Insurance Renewal Programs	Secure Competitive Health Benefits	Present health insurance recommendations to Board - Q3	September 9, 2024 - presented to Board.				
19.	Transportation Communications Union Collective Bargaining Agreement	Negotiate and Renew Agreement	Present parts clerks and facilities technicians agreement to Board - Q3	March 25, 2024 - presented to Board in closed session	Early Complete			

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
20.	2024 State Transportation Improvement Program (STIP)	Maximize State Funding Opportunities	Present final 2024 STIP to Board - Q3	July 8, 2024 - presented final 2024 STIP to Board.				
21.	Bus Base Charge Ready Infrastructure Plan*	Evaluate Charging Infrastructure Needs and Facilities for ZEB Rollout Plan	Present update to ESC - Q3	Due to additional time being needed to find out the outcome of a Caltrans planning grant OCTA decided to pursue, the update to ESC has been delayed and is now anticipated in Q4.				
22.	Community Circulators and Shuttles (Project V)	Fund Development of Local Bus Transit Services	Present recommendations for Community Circulators Shuttles to Board - Q3	September 23, 2024 - presented recommendations to Board.				
23.	Freeway Signs	Improve Regional Wayfinding	Request that Caltrans review and modernize freeway directional signs and points of interest signs, including historical and cultural points of interest signs - Q3	March 2024 - letter submitted to Caltrans, which included a request for Caltrans to assess opportunities to enhance freeway on- and off-ramp directional signs countywide and identify areas for historical, cultural, and other essential community destinations.	Early Complete			
24.	M2 Environmental Cleanup Program (Project X)	Fund Regionalized Water Quality Improvements	Release Tier 2 call for projects - Q3	February 12, 2024 - released call for projects.	Early Complete			
25.	M2 Triennial Performance Assessment	Evaluate the Efficiency, Effectiveness, Economy, and Results of the Agency's Delivery of M2	Initiate the sixth performance assessment covering FY 2021-22 through FY 2023-24 - Q3	February 28, 2024 - released RFP; May 20, 2024 - executed contract. July 1, 2024 - initiated assessment.				
26.	OC Transit Vision	Continue Meaningful Planning Work to Prioritize Next Set of Mass Transit Projects to Meet the County's Current and Future Needs	Present report on the progress of major transit projects and draft findings from the 2024 OC Transit Vision plan to Board - Q3	May 28, 2024 - presented to Board.		Early Complete		
27.	Olympics 2028	Develop an Action Plan to Guide Preparations	Provide update to Board - Q3	April 8, 2024 - provided update to Board.		Early Complete		

*2023 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
28.	SR-91 Implementation Plan	Collaborate with RCTC to Update the Plan in Support of Regional SR-91 Corridor Transportation Improvements	Present Plan to Board - Q3	July 8, 2024 - presented to Board.				
29.	Streets and Roads Grants	Fund Streets and Roads Improvements	Present recommendations for RCP (Project O) and RTSSP (Project P) projects grant awards to Board - Q3	May 13, 2024 - presented funding recommendations to Board with \$18.7 million for six RCP projects and \$12.9 million for five RTSSP projects as part of the 2024 call for projects.		Early Complete		
30.	Transit and Intercity Rail Capital Program (TIRCP)	Stabilize Funding for Rail Operations and Last Mile Connections, Improve Critical Rail Infrastructure, Deploy ZEBs, Generate Clean Energy at OCTA Facilities, and Expand Transit and Improve Customer Experience	Accept TIRCP grants for SB 125 funding - Q3	August 12, 2024 - presented TIRCP grants to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4)

10 of 52 Completed -

19%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	Bus Base Gates	Enhance Security at Bus Bases with Security Gate Installations	Complete construction - Q4	December 31, 2024 - anticipated to complete construction.				
2.	I-605, Katella Avenue Interchange	Initiate Construction	Award construction contract - Q4	Due to late identified request for additional Caltrans ROW and delays in Southern California Edison design for street lighting relocation, this has been delayed with advertisement of the construction contract now anticipated in November 2024 and Caltrans award of contract in Q1 2025; this will be carried over and reconsidered for 2025.				
3.	Mission Viejo/Laguna Niguel Slope Stabilization	Ensure Asset Preservation and Climate Resiliency	Complete design phase - Q4	December 2024 - anticipated to complete design phase.				
4.	OC Streetcar	Continue to Advance Construction	Report on status of construction and updates to target service startup date to Board - Q1-Q4	January 22, April 22, and July 22, 2024 - provided OC Streetcar updates to Board.				
5.	Renewable Solar Energy at Bus Bases	Advance Climate Goals by Introducing Renewable Energy Into Agency Operations	Initiate procurement for Architectural and Engineering design services for the installation of solar panels at maintenance and operations bases - Q4	November 25, 2024 - anticipated to present to Board for approval to release RFP for design.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
6.	511 Motorist Assistance and Freeway Service Patrol (FSP)	Expand Awareness of the 511 Motorist Assistance and FSP Programs, Particularly With Underserved Populations	Explore opportunities to enhance awareness and utilization of the 511 Motorist Assistance and FSP programs through marketing and communication efforts working with ethnic media and Diversity Outreach - Q1-Q4	OCTA efforts to increase awareness of the 511 and FSP programs through regular participation in community events is ongoing. During Q3, conducted outreach at the Santa Ana Fiestas Patrias, Iranian Chamber of Commerce Mehregan Festival, Filipino American Chamber of Commerce Philippine Independence Day Community Celebration, and several fall festival events. OCTA continues to explore opportunities to leverage outreach resources and increase 511 and FSP awareness through supporting and piggybacking on transit, rideshare, vanpool, and other OCTA outreach efforts.				
7.	Crisis Communications	Ensure Agency and Staff Preparedness	Conduct a tabletop exercise for the Crisis Communications team and revise Crisis Communications Plan as appropriate - Q4	October 23, 2024 - anticipated to conduct exercise.				
8.	Diversity, Equity, Inclusion, and Belonging	Enhance Organizational Policies, Practices, and Programs Related to Diversity, Equity, Inclusion, and Belonging	Continue to review and implement as appropriate recommendations from the third-party organizational diversity, equity, and inclusion study - Q4	September 9, 2024 - presented 2024 Title VI Plan to Board for adoption, which included approval of a diversity, equity, and inclusion statement.			Early Complete	

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
9.	OCTA in the News	Share Newsworthy OCTA Activities and Actions to Obtain Coverage and Raise Awareness of OCTA Programs, Initiatives, and Plans	Continue to highlight OCTA initiatives through mainstream, ethnic, industry, and social media - Q1-Q4	Efforts to highlight OCTA initiatives have been ongoing throughout the year. OCTA continued to raise awareness of key Board activity and actions through social media videos with Chair Nguyen, distributed press releases to the media and posted them on OCTA social media channels on topics including the Coastal Rail Resiliency Study, reaching labor agreements with both TCU and Teamsters Local 952, and the Climate Adaptation and Sustainability Plan, as well as promoted Free Ride Day for Earth Day, the Angels Express, and the annual bike rally.				
10.	Annual Comprehensive Financial Report	Ensure Accountability and Transparency	Obtain an unmodified opinion from the external auditors and provide the annual financial statements to Board - Q4	November 25, 2024 - anticipated to provide financial statements to Board.				
11.	Comprehensive Business Plan (CBP)	Develop OCTA's Business Plan	Present CBP to Board for adoption - Q4	November 25, 2024 - anticipated to present to Board for adoption.				
12.	Cybersecurity (TSA Security Directive)*	Fulfill TSA Security Directive	Complete initial cybersecurity assessment and incident response plan - Q4	December 2024 - anticipated to complete initial assessment and incident response plan.				

*2023 Carryover

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
13.	Enterprise Asset Management (EAM)*	Implement New EAM System	Transition Infor EAM System from test into full production - Q4	The project completed a cure process with the vendor through which the vendor conducted a thorough review and assessment of the system configuration; as a result, the project was able to be reset so completion of the transition has been delayed and will be carried over and reconsidered for 2025 (anticipated to complete in Q3 2025).				
14.	Fare Policy	Modernize OCTA's Fare Policy	Present and discuss fare policy changes with Board - Q4	November 25, 2024 - anticipated to present to Board for adoption.				
15.	Headquarters Building	Implement Long-Term Strategy for the OCTA Administrative Headquarters	Present options to Board for consideration - Q4	August 12, 2024 - presented to Board for consideration.			Early Complete	
16.	Procurement	Enhance Procurement Efficiencies through a More Comprehensive E-Procurement System with Solicitation Formulation Assistance, Evaluation Tools, Increased Vendor Pool, and Contract Compliance Assurance	Complete procurement for a new E-Procurement system and present recommendation to Board - Q4					

*2023 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
17.	Procurement	Support Open and Fair Competition by Increasing Outreach to Small and Disadvantaged Businesses	Hold networking events throughout the year to match smaller businesses with prime contractors, increase awareness of contracting opportunities, and get DBE firms registered with State of California - Q1-Q4	August 2024 - participated in the Construction Management Association of America Meet the Owners DBE Networking Event; September 2024 - participated in the Genesis Catalyst Small Business Expo, Construction Management Association of America Panel Participation at OC Owners Event, and the Small Business Diversity Network's ProCon Event. October 2024 - anticipated to host and participate in the San Bernardino County Transportation Authority's Business 2 Business Expo and the DBE Summit.				
18.	Legislative Forums	Communicate Transportation Needs and Challenges and OCTA's Ongoing Plans, Programs, and Projects	Conduct forums with local delegation representatives and report to management team - Q2 and Q4	March 26, 2024 - held first legislative forum; August 21, 2024 - held second legislative forum.			Early Complete	
19.	Legislative Platforms	Set Legislative Priorities	Present final 2025-26 state and federal legislative platforms to Board for approval - Q4	June 2024 - presented schedule for developing legislative platform to Board. November 2024 - anticipated to present to Board for adoption.				
20.	Legislative Priorities	Provide End-of-Session Report	Discuss outcomes of legislative priorities with L&C - Q4	November 2024 - anticipated to provide End-of-Session Report to L&C.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
21.	Local Government Forums	Conduct Mayors Forums by District	Conduct forums with city leaders and report to management team - Q4	While no mayor's forums are anticipated for this year, new mayor outreach was conducted, as well as ongoing outreach to new city managers. Additionally, OCTA continues to provide government relations support to select roundtables.				
22.	Subrecipient Compliance Reviews	Identify Compliance Issues and Correct as Needed	Complete compliance reviews and correction actions for all of OCTA's federal subrecipients - Q4	October 2024 - anticipated to have all subrecipient compliance reviews completed; all corrective actions are anticipated to be in place by the end of the calendar year.				
23.	91 and 405 Express Lanes Communications	Provide Customer Communications and Enhance Brand Awareness, Perceptions, and Usage of the Express Lanes	Implement multilingual Express Lanes marketing, communications, and outreach at community events, and through paid and earned media - Q4	June 2024 - completed prior 405 Express Lanes English campaign and multicultural campaign in Spanish and Vietnamese communities; August 2024 - launched new multicultural campaign; September 2024 - launched new campaign in English.				
24.	Core Competency Integration	Integrate Core Competencies into Talent Management Process	Educate all managers on core competencies and utilize in interviews and assessing talent - Q4	May 12, 2024 - conducted pilot for Operations Division. Progress is underway to planning the final phase of the project; December 31, 2024 - anticipated to complete core competency integration.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
25.	Diversity, Equity, Inclusion, and Belonging - Diverse Community Leaders Group (DCLG)	Maximize Relationships with Key Stakeholders and Leaders that Represent Diverse Communities to Solicit Feedback and Incorporate their Suggestions into Transit Improvements and Future Planning Efforts	Enhance engagement opportunities with DCLG (based on number of meetings, events, and activities per organization, feedback surveys, and results of feedback for transit improvements and future planning efforts) and provide update to Board - Q4	March 5, 2024 - hosted first quarterly DCLG meeting; June 20, 2024 - hosted second quarterly in-person DCLG meeting at OCTA with CEO Darrell Johnson and Chair Nguyen with attendance of 25 community leaders. October 16, 2024 - anticipated to host third quarterly in-person DCLG meeting at OCTA with CEO Darrell Johnson and Chair Nguyen participating.				
26.	Diversity, Equity, Inclusion, and Belonging - Outreach Activities and Trust-Building Campaign	Increase Participation of Diverse Communities in Transportation Planning Process and Promote Inclusivity to Ensure Transit Services are Accessible and Welcoming to People from All Backgrounds and Communities	Increase participation from diverse communities in planning and decision-making processes by 15 percent from 2023 and present quarterly reports to Board - Q1-Q4	OCTA completed major activities to increase diverse communities' and hard-to-reach families' participation and increase awareness of OCTA's services, projects, and plans with in-person engagement; July-August 2024 - collected 1,411 community surveys, reached more than 2,600 people; September 2024 - assisted with outreach and collecting TDM Plan surveys. October 8, 2024 - anticipated to host Small Business and DBE Summit to diverse community and business leaders and other key stakeholders; October 17, 2024 - anticipated to present update to L&C.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
27.	Human Resources Information System (HRIS)	Implement a Modernized HRIS	Complete process mapping for Human Resources and Payroll components - Q4	June 2024 - completed process mapping.		Early Complete		
28.	Market Research	Obtain Public Input and Preferences for OCTA's Various Planning Studies, Programs, and Services	Conduct qualitative and quantitative surveys to support marketing programs, customer satisfaction, the OC Transit Vision, M2 Ten-Year Review, and other planning studies - Q4	April-May 2024 - completed field work for M2 Ten-Year Review Quantitative Survey; July 8, 2024 - presented M2 Ten-Year Review Quantitative Survey results to Board; June-July 2024 - conducted OC Transit Vision Survey. September-October 2024 - anticipated to conduct OC Connect Survey; October/November 2024 - anticipated to conduct OC TDM Survey.				
29.	Marketing Activities	Promote and Educate Public on OCTA Services	Present biannual updates on ongoing campaigns promoting bus, rail, OC Flex, rideshare, and vanpool services to L&C - Q2 and Q4	June 20, 2024 - presented first biannual update to L&C, which covered marketing campaigns for OC Bus, Metrolink, Rideshare, Vanpool, and 405 Express Lanes. November 21, 2024 - anticipated to present second biannual update to L&C.				
30.	OC Streetcar	Ensure Maintenance and Storage Facility and Vehicles Meet All Health, Safety, and Environmental Compliance Requirements Prior to Revenue Service	Work directly with all applicable regulatory agencies to ensure compliance and approval and permits are obtained - Q4	Work is ongoing as OCTA is in the process of identifying all applicable equipment/systems and associated regulatory requirements (i.e. emergency generator, sand silo, train wash discharge, etc.); May 2024 - completed generator application and submitted to AQMD.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
31.	OC Streetcar Marketing and Customer Communications	Create Awareness and Interest in OC Streetcar to Build Ridership	Develop and implement a multifaceted, phased marketing campaign, including business partnerships and customer communications, on how to use the system and present plan to Board - Q4					
32.	OC Streetcar Testing/Operations Safety Education and Public Awareness	Educate Various Target Audiences About OC Streetcar Safety During Testing Period Leading Up to Revenue Service	Expand reach and penetration of safety education campaign to raise public awareness once testing begins on tracks and present quarterly reports to Board - Q1-Q4	January 2024 - conducted three focus groups (one each in English, Spanish, and Vietnamese), as well as with the Teen Council to test messaging for safety education and awareness campaigns. May 2024 - updated Safety Education and Public Awareness program project collateral based on focus group feedback. Fall 2024 - anticipated to attend back-to-school activities.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
33.	Outreach Activities	Conduct Outreach to Support Capital Projects	Provide updates to Board on OC Streetcar, I-5 corridor projects, SR-55 corridor projects, I-405, I-605/Katella Avenue Interchange, and SR-91 - Q1-Q4	March 11, 2024 - provided I-5 (SR-73 to El Toro Road) Project update to Board; April 22 and July 22, 2024 - provided OC Streetcar updates to Board; August 12, 2024 - provided I-5 (San Diego County Line to Avenida Pico) Project update to Board; September 9, 2024 - provided SR-91 (SR-57 to SR-55) Project update to Board. October 14, 2024 - anticipated to present I-5 (I-405 to SR-55) Project to Board to release RFP; November 12, 2024 - anticipated to provide I-5 (I-405 to SR-55) Project and I-605/Katella Avenue Interchange Project updates to Board.				
34.	Outreach Activities	Conduct Outreach to Support Planning Studies	Provide outreach updates to Board for planning studies, including OC Connect, OC Transportation Demand Management Plan, OC Transit Vision Plan, OC Coastal Rail Resiliency Study, and others as appropriate - Q1-Q4	March 11, May 13, and September 9, 2024 - provided OC Coastal Rail Resiliency Study updates to Board; May 28, 2024 - provided OC Transit Vision update to Board. November 11, 2024 - anticipated to provide OC Connect update to Board; December 9, 2024 - anticipated to provide OC Transit Vision update to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
35.	Transit Marketing and Customer Communications	Promote and Educate Public on OCTA Transit Services	Develop and implement multilingual campaigns and programs to promote the Youth Ride Free pass and other promotional passes, major service changes, Metrolink service (including Angels Express), mental health through transit use, and other activities - Q4	Several campaigns and programs were completed in Q1 and Q2, with some continuing through Q4; during Q3, launched summer marketing campaigns for the Youth Ride Free and College Pass Programs, as well as for OC Fair Express, the August service change, and Choice Pass promotion. October 2024 - anticipated to introduce mental health through transit use.				
36.	Active Transportation Initiatives	Implement Programs in Support of Non-Motorized Transportation	Provide biannual updates on active transportation initiatives to Board - Q2 and Q4	Due to the cancellation of the June 2024 RTP and other scheduling challenges, the first biannual update to Board was delayed; July 8, 2024 - provided first biannual update to Board. November 12, 2024 - anticipated to provide second biannual update to Board.				
37.	Active Transportation Safety Education	Provide In-Language Resources and Engagement Opportunities to Further Promote Active Transportation	Continue e-bike safety campaign collaborating with local cities and schools, and coordinate with regional partners to secure grant funding to provide educational campaigns (particularly in disadvantaged communities) to promote Safe Routes to School - Q4	May 2024 - executed contract for outreach support focused on delivering education events and materials; June 10, 2024 - presented contract award to Board for approval for consultant services for the Next Safe Travels Education Program.		Early Complete		
38.	Bikeways Connectivity Study	Identify Opportunities to Reallocate Excess MPAH ROW to Support a More Complete Bikeways Network	Coordinate with regional partners to secure grant funding to initiate study - Q4	July 2024 - secured REAP 2.0 Grant funding.			Early Complete	

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
39.	Climate Adaptation and Sustainability	Advance Agency Sustainability Practices and Resiliency Efforts to Adapt to Climate Change Impacts	Provide update on recommended follow-up activities, including a draft action plan, to Board - Q4	November 2024 - anticipated to provide update to Board.				
40.	Coastal Rail Solutions	Support Efforts to Develop Solutions for Coastal Rail Infrastructure	Work with external stakeholders and provide periodic updates to Board - Q2 and Q4	March 11, 2024 - provided update to Board on the Coastal Rail Resiliency Study and Initial Assessment of the most vulnerable areas to beach erosion and landslides; May 13, 2024 - provided update to Board on coastal rail emergencies in south San Clemente and the Coastal Rail Resiliency Study; September 9, 2024 - provided OC Coastal Rail Resiliency Study update to Board.			Early Complete	
41.	Harbor Boulevard Pilot Innovative Transit Signal Priority Study	Evaluate and Assess Innovative Solutions to Improve Transit Performance	Provide update to ESC on status of the pilot project - Q4					
42.	M2 Environmental Cleanup Program (Project X)	Fund Localized Water Quality Improvements	Present programming recommendations for Tier 1 water quality projects grant awards to Board - Q4	October 14, 2024 - anticipated to present to Board.				
43.	M2 Environmental Mitigation Programs	Ensure Compliance with Resource Agency Permits	Present biannual progress reports to Board - Q2 and Q4	Due to the cancellation of the June 2024 RTP and other scheduling challenges, the first biannual update to Board was delayed; July 8, 2024 - presented first biannual report to Board. December 9, 2024 - anticipated to present second biannual report to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
44.	M2 Quarterly Reports	Provide Updates on Progress of M2 Implementation and Fulfill the Requirements of the M2 Ordinance No. 3	Present quarterly reports to Board - Q1-Q4	March 11, 2024 - presented FY 2023-24 Q2 report to Board; June 10, 2024 - presented FY 2023-24 Q3 report to Board, and September 9, 2024 - presented FY 2023-24 Q4 report to Board. December 9, 2024 - anticipated to present FY 2024-25 Q1 report to Board.				
45.	M2 Ten-Year Review	Evaluate Performance of the M2 Program through a Comprehensive Review	Present framework to Board - Q4	October 14, 2024 - anticipated to present to Board.				
46.	Mobility Hubs	Develop a Concept of Operations for a Potential Demonstration Project	Coordinate with regional partners to secure grant funding to initiate study - Q4	July 2024 - secured REAP 2.0 Grant funding.			Early Complete	
47.	Next 10 Delivery Plan	Ensure M2 Delivery Commitment	Review and present status of the Next 10 Delivery Plan deliverables to Board - Q4	November 12, 2024 - anticipated to present status to Board.				
48.	OC Connect	Prepare Environmental Clearance for an Active Transportation Facility on PEROW	Present update to Board - Q4	July 8, 2024 - provided project update to Board as part of the Active Transportation Program biannual update.			Early Complete	
49.	Regional Planning Activities	Highlight Transportation Planning Activities	Present biannual reports on activities underway, such as the 2024 RTP, that impact OCTA and the Southern California region to Board - Q2 and Q4	May 28, 2024 - presented first biannual report to Board. November 2024 - anticipated to present second biannual report to Board.				
50.	South County Mobility Improvements	Collaborate with Key Agencies to Advance Development and Implementation of Transportation Improvements in South Orange County	Provide update to Board - Q4	August 12, 2024 - provided update to Board.			Early Complete	

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
51.	Transit Ridership Optimization	Assess Transit Service to Meet Current Ridership Demand	Implement Making Better Connections Service Plan, as appropriate, to reflect current ridership trends and provide updates to ESC - Q2 and Q4	Due to not having yet implemented recommendations from the Making Better Connections Service Plan in the first two service changes this year, there are no updates to provide to ESC in Q2. However, the August service change will include several of the recommendations, as well as additional improvements in the November service change. An update to ESC is still anticipated for Q4.				
52.	Transportation Demand Management (TDM) Study	Develop a Toolbox of TDM Tactics That Can Be Implemented by Agencies in Orange County	Present update to ESC - Q4	October 2024 - anticipated to present update to ESC.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Acronyms

AAP/EEO - Affirmative Action Plan/Equal Employment Opportunity	MDA - Management Development Academy
AQMD - Air Quality Management District	MPAH - Master Plan of Arterial Highways
Board - Board of Directors	OCTA - Orange County Transportation Authority
BEB - Battery-Electric Bus	PE - Pacific Electric
Caltrans - California Department of Transportation	RCTC - Riverside County Transportation Commission
CBP - Comprehensive Business Plan	RCP - Regional Capacity Program
CEO - Chief Executive Officer	REAP - Regional Early Action Planning
DBE - Disadvantaged Business Enterprise	RFP - Request for Proposals
DCLG - Diverse Community Leaders Group	RFQ - Request for Quotes
E-Bike - E-Bicycle	ROW - Right-of-Way
EAM - Enterprise Asset Management	RTP - Regional Transportation Plan
ECA - Early Career Academy	RTSSP - Regional Transportation Signal Synchronization Program
EIR - Environmental Impact Report	SB - Senate Bill
ELC - Express Lanes Connector	SCAG - Southern California Association of Governments
ESC - Executive Steering Committee	SR-55 - State Route 55
FCEB - Fuel-Cell Electric Bus	SR-73 - State Route 73
FSP - Freeway Service Patrol	SR-91 - State Route 91
FTA - Federal Transit Administration	STIP - State Transportation Improvement Program
FTIP - Federal Transportation Improvement Program	TCA - Transportation Corridor Agencies
FY - Fiscal Year	TCU - Transportation Communications Union
HRIS - Human Resources Information System	TDM - Transportation Demand Management
I-5 - Interstate 5	TIRCP - Transit and Intercity Rail Capital Program
I-405 - Interstate 405	TSA - Transportation Security Administration
I-605 - Interstate 605	TIFIA - Transportation Infrastructure Finance and Innovation Act
L&C - Legislative and Communications Committee	VMT - Vehicle Miles Traveled
M2 - Measure M2	ZEB - Zero-Emission Bus



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board

Subject: Regional Planning Update

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens

Absent: None

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Regional Planning Update

Overview

Regular updates on regional planning matters are provided to highlight current transportation planning issues impacting the Orange County Transportation Authority and the Southern California region.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) regularly coordinates with other planning and regulatory agencies within the Southern California region. This coordination is conducted at many levels, involving the OCTA Board of Directors (Board), executives, and technical staff. Some examples of the regional planning forums in which OCTA participates include:

- Southern California Association of Governments (SCAG) Regional Council, policy committees, and technical working groups,
- State Route 91 Advisory Committee,
- Regional Chief Executive Officers meetings,
- South Coast Air Quality Management District (AQMD) working groups
- Interregional planning coordination meetings (OCTA, SCAG, the San Diego Association of Governments, and the California Department of Transportation [Caltrans] districts 7, 11, and 12).

Regional planning updates are prepared twice a year, with the last update provided to the Board in May 2024. Attachment A includes regional planning activities that are being monitored by staff, including relevant activities highlighted in previous updates.

Since the May 2024 update, there have been new developments in the following planning activities:

- Resolution on potential federally imposed highway funding sanctions
- SCAG's Expert Panel on Induced Travel Impacts of Priced Managed Lanes

A discussion of each is provided below.

Discussion

Resolution on Potential Federally Imposed Highway Funding Sanctions

In May 2024, staff presented a report to the Board about the potential for federally imposed highway funding sanctions. The report highlighted ongoing disagreements between the United States Environmental Protection Agency (EPA), California Air Resources Board (CARB), and South Coast AQMD over the Contingency Measure Plan (CMP) for the 1997 ozone National Ambient Air Quality Standard. The EPA proposed disapproving the CMP, arguing that it did not fully meet Clean Air Act requirements, particularly concerning the distribution of responsibilities between federal and state agencies. OCTA's primary concern was the possibility of highway funding sanctions, which could restrict federal funding for critical transportation projects beginning in fiscal year 2026-27 if the disapproval was finalized.

Since the May 2024 update, EPA, CARB, and South Coast AQMD have resolved their disagreements and avoided the need for sanctions. Instead, the agencies agreed to work collaboratively to meet ozone standards in the South Coast Air Basin. On July 22, 2024, the agencies issued a Joint Statement on Advancing Emissions Reductions (Attachment B). The agencies also issued individual letters of intent detailing the actions each agency will undertake to reduce emissions (Attachments C, D, and E). These actions are summarized below:

- EPA: Reduce emissions from locomotives, aviation, non-road engines, and ocean-going vessels by advancing zero-emission technologies, tightening emissions standards, and collaborating on innovations to lower NOx emissions.
- CARB: Develop regulations to reduce NOx emissions across sectors, including aircraft, ocean-going vessels, and heavy-duty vehicles, aiming to achieve five tons per day of NOx reductions by 2033.
- South Coast AQMD: Implement zero-emission projects for locomotives and off-road equipment, introduce indirect source rules for rail yards and marine ports, and conduct technology demonstrations for cleaner aviation and maritime practices.

The agreement resulted in the withdrawal of the 2019 CMP and, while the EPA maintains its proposed disapproval, the withdrawal prevents the issuance of a final determination. Going forward, the agencies will pursue their commitments from the letters of intent and revise the CMP to meet federal requirements and ensure compliance with EPA standards. OCTA will continue to monitor this process to safeguard the agencies' interests.

Related to this resolution, AQMD was awarded approximately \$500 million from the EPA's Climate Pollution Reduction Grant (CPRG) program. The CPRG funds are intended to reduce diesel pollution and invest in zero-emission infrastructure targeting heavy-duty freight vehicles and trains. By investing in zero-emission technologies, smog-forming emissions will be reduced, helping to meet the federal air quality standards that were at the center of the proposed disapproval discussed above.

SCAG has reported that they will receive \$50 million from this grant to advance its Last Mile Freight Program, which aims to transition last-mile delivery vehicles to clean technologies. Staff is continuing to monitor for other specific programs that will be used to direct investments for the remainder of the award.

Summary of SCAG's Expert Panel on Induced Travel Impacts of Priced Managed Lanes

In July 2024, Professor Michael Manville from the University of California, Los Angeles' Institute of Transportation Studies, published the SCAG-funded expert panel study, *Induced Travel Estimation Revisited*. The study reviews the effect of priced managed lanes (express lanes) on inducing vehicle miles traveled (VMT), as required by SB 743 (Chapter 386, Statutes of 2013).

A key question raised in the report is whether the use of VMT as a standalone environmental metric for evaluating transportation impacts under the California Environmental Quality Act is appropriate. The report highlights the need to recognize that not all VMT impose equal environmental burdens. For instance, an electric vehicle driving in off-peak hours produces far fewer impacts than a gasoline-powered vehicle in rush-hour traffic. Therefore, it is suggested that VMT alone does not capture the full complexity of transportation systems' performance, and that more nuanced measures of environmental impact would provide for a more accurate and appropriate analysis.

The report also explores whether it is appropriate for Caltrans to continue using the same methodology to analyze general purpose lanes as for express lanes. While express lanes differ from general purpose lanes in terms of pricing and occupancy policies, the report concludes that there is insufficient research to support altering the current assumption that adding new express lanes will likely increase VMT at a rate similar to that of general purpose lanes. The current assumption presumes that when vehicles move to the new express lanes, any

space freed up in general purpose lanes is quickly filled by new trips, resulting in more total driving. The report recommends that further research is needed to differentiate the impact of express lanes from that of general purpose lanes. It is also noted that the induced VMT calculator used by Caltrans does not adequately account for the local context of project areas, suggesting it may be insufficient for estimating induced VMT accurately for individual projects.

Until sufficient research is conducted demonstrating that express lanes generate a lower rate of induced VMT compared to general purpose lanes, projects that add capacity on freeways (that are not already environmentally cleared) will likely require extensive mitigation to offset induced VMT.

Summary

OCTA staff is actively engaged in monitoring regional planning efforts, including developments such as the resolution of potential federal highway funding sanctions and SCAG's expert panel on induced travel impacts of priced managed lanes. As part of these efforts, staff will continue to track updates and provide input to ensure OCTA's interests are represented.

Attachments

- A. Regional Planning Activities – November 2024
- B. Letter from Joseph Goffman, Assistant Administrator for Air and Aviation, U.S. Environmental Protection Agency, and others, Joint Statement on Advancing Emissions Reductions in the South Coast Air Quality Management District – Dated July 22, 2024
- C. Letter from Martha Guzman, Regional Administrator, U.S. Environmental Protection Agency, and Alejandra Nunez, Principal Deputy Assistant Administrator, U.S. Environmental Protection Agency, to Liane M. Randolph, Chair, California Air Resources Board, and Vanessa Delgado, Chair, South Coast Air Quality Management District Governing Board, Dated July 22, 2024
- D. Letter from Liane M. Randolph, Chair, California Air Resources Board, to Joseph Goffman, Assistant Administrator for Air and Aviation, U.S. Environmental Protection Agency, and others, re: Letter of Intent for Further Measures to Improve Air Quality in South Coast, Dated July 22, 2024
- E. Letter from Vanessa Delgado, Governing Board Chair, South Coast Air Quality Management District, to Joseph Goffman, Assistant Administrator for Air and Aviation, U.S. Environmental Protection Agency, and Liane M. Randolph, Liane M. Randolph, Chair, California Air Resources Board, Dated July 22, 2024

Prepared by:



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Regional Planning Activities November 2024

California Department of Transportation (Caltrans)

Summary	Key Dates	OCTA Interest	OCTA Role
<p>Interstate 5 (I-5) Managed Lane Project (Red Hill Avenue to Orange/ Los Angeles County Line)</p> <p>Caltrans District 12 is studying implementation of high-occupancy toll lanes on I-5 between the Los Angeles County Line and State Route 55.</p> <p>Caltrans finalized a project study report (PSR) and an initial concept of operations (ConOps) in November 2019 and presented a summary to the Orange County Transportation Authority (OCTA) in December 2019. The OCTA Board of Directors (Board) requested that Caltrans include a high-occupancy vehicle (3+ occupancy) alternative as part of the subsequent environmental studies that are currently underway.</p> <p>Caltrans provided subsequent project updates to the Board in August 2022, and in April 2023. Another update is anticipated in early 2025.</p>	<p><u>November 2019</u> – Caltrans finalized ConOps and PSR</p> <p><u>May 2022</u> – Caltrans initiated environmental studies for I-5 managed lanes</p> <p><u>Summer 2023</u> – Draft project report and environmental document released for public review</p> <p><u>July 20, 2023</u> – Comments submitted by OCTA</p> <p><u>Fall 2024</u> – Anticipate final project report and environmental document</p> <p><u>December 2024</u> – Seek California Transportation Commission (CTC) tolling approval</p> <p><u>2025</u> - Begin design</p> <p><u>2026</u> – Begin construction</p> <p><u>2029</u> – Anticipated opening year</p>	<p>Prioritize corridor-wide (general purpose and managed lanes) operational benefits and reliability.</p> <p>Development of toll policies, integration with adjacent toll facilities, equity considerations, support for transit services, and any necessary mitigation for vehicle miles traveled.</p>	<p>Coordinate executive-level meetings.</p> <p>Assist with planning efforts and provide technical support to Caltrans and other partner agencies throughout development of the ConOps, PSR, and subsequent studies.</p>

Caltrans (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
Games Route Network (GRN) (Caltrans District 7)	<p>The GRN is a network of roads for traveling between official venues during the Los Angeles (LA) 2028 Olympics (LA28). These will be dedicated lanes for the use of Olympic Games vehicles.</p> <p>General traffic will be prohibited from using these dedicated travel lanes. The network is intended to promote “No Venue Parking” at the LA28 – part of a “Transit First” objective for LA28.</p>	TBD	<p>OCTA to continue monitoring as developments occur.</p> <p>Provide input and service recommendations to ensure alignment with Orange County plans.</p>	<p>Ensure that OCTA operations are prepared to support the GRN and meet the needs of Orange County transit riders.</p>

Regional Planning Activities November 2024

CTC

Summary		Key Dates	OCTA Interest	OCTA Role
SB 1121 (Chapter 508, Statutes of 2022)	SB 1121 requires the CTC, in consultation with California State Transportation Agency and Caltrans, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next ten years. The assessment is focused on potential funding gaps resulting from a drop in gas tax revenue due to increased electric vehicle adoption.	<u>January 2024</u> – Interim needs assessment report submitted to State Legislature <u>Fall 2024</u> – Release Draft SB 1121 complete needs assessment and hold public workshop <u>January 2025</u> – Transmit final assessment to State Legislature	Provide input on assumptions included in scenarios used to project revenue and needs such as zero-emissions vehicle adoption rates, vehicle miles traveled, and local needs.	Provide input to Caltrans on status of regional transportation plans, ten-year multimodal transportation needs, ten-year revenue projects.

Regional Planning Activities November 2024

Southern California Association of Governments (SCAG)

Summary	Key Dates	OCTA Interest	OCTA Role
<p>2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)</p> <p>The 2024 RTP/SCS is a federally required transportation planning document. The 2024 RTP/SCS addresses needs over a 20-plus year planning horizon and is constrained by a reasonably foreseeable revenue forecast. It must also demonstrate air quality conformity and greenhouse gas emission reductions with budgeted levels set by the United States Environmental Protection Agency and California Air Resources Board (CARB).</p> <p>The 2024 RTP/SCS, or Connect SoCal 2024, is an update to the 2020 RTP/SCS, Connect SoCal 2020.</p> <p>Note: CARB is currently conducting a technical review of SCAG's SCS. SCAG has received preliminary feedback from CARB and is actively working to address the concerns raised. One key issue centers around SCAG's auto operating cost methodology. SCAG remains confident in its approach and continues to engage in discussions with CARB to resolve the matter.</p>	<p><u>2021-2022</u> – Initiate plan development process and establish foundation and frameworks</p> <p><u>Spring 2022 – Fall 2022</u> – Data collection and policy development; OCTA submitted projects consistent with 2022 Long-Range Transportation Plan (LRTP)</p> <p><u>Winter 2023</u> – Outreach and analysis</p> <p><u>Spring 2023</u> – Draft plan policy discussions</p> <p><u>Fall 2023</u> – Draft plan, transportation conformity determination, and environmental document release</p> <p><u>January 2023</u> – OCTA submitted comment letter on the draft 2024 RTP/SCS</p> <p><u>April 2024</u> – Adoption of the final 2024 RTP/SCS by SCAG</p>	<p>Ensure inclusion of projects identified in OCTA's LRTP.</p> <p>Support policies that are consistent with OCTA policies and programs.</p>	<p>Coordinate with SCAG and other partner agencies.</p> <p>Participate in working groups.</p> <p>Monitor SCAG policy committees.</p> <p>Review and comment on related materials.</p>

Regional Planning Activities November 2024

SCAG (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
Federal Transportation Improvement Program (FTIP)	<p>The FTIP is a listing of multimodal transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high-occupancy vehicle lanes, active transportation, and signal synchronization, amongst others. SCAG produces a biennial FTIP update for the region on an even-year cycle.</p> <p>The FTIP is prepared to implement projects and programs listed in the RTP/SCS and is developed in compliance with state and federal requirements.</p>	<u>September 2024</u> – Regional Council adopted 2025 FTIP and Connect SoCal 2024 Amendment 1	Ensure inclusion of projects identified in OCTA's LRTP.	Coordinate with SCAG and other partner agencies for implementation of FTIP projects.

SCAG (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
SoCal Greenprint	<p>SCAG is developing the SoCal Greenprint Tool (Tool), a conservation mapping program that highlights the benefits of natural lands, waters, and agricultural lands, including access to parks and trails, habitat protection and connectivity, clean water, clean air, food production, and increased resilience to climate change.</p> <p>SCAG has established a Technical Advisory Committee (TAC) to develop data guidelines, parameters, and criteria for the Tool. The Tool will align with SCAG's Regional Advance Mitigation Program Policy Framework and 2020 RTP/SCS Programmatic Environmental Impact Report (EIR) mitigation measures.</p>	<p><u>June 2023</u> – Formation of TAC</p> <p><u>June 2023</u> – Consultant selection (Arup) for development of SoCal Greenprint Tool</p> <p><u>June-October 2023</u> – Three TAC meetings held – one OCTA staff member sat on TAC</p> <p><u>February 2024</u> – Regional Council adopted draft data standards for Greenprint Tool</p> <p><u>Summer 2024</u> – Perform beta testing and complete development</p> <p><u>Fall 2024</u> – Release Tool and conduct training and workshops</p> <p><i>*SCAG notes that the timeline is tentative</i></p>	<p>Monitor and provide input to ensure OCTA's environmental mitigation programs and policies are considered and not impacted.</p>	<p>Review and comment on related materials and attend training/workshops.</p>
LA28	<p>SCAG is coordinating with LA Metro to develop mobility plans and secure funding.</p> <p>SCAG will support several mobility strategies and lead the effort on freight/demand management.</p>	<p><u>October 2024</u> – Mayor of Paris is invited to come and speak to SCAG Executive Administration Committee</p>	<p>Coordinate with SCAG and LA Metro to develop inter-jurisdictional mobility plans for LA28.</p> <p>Support the development of traffic demand management strategies.</p>	<p>Monitor SCAG's LA28 planning coordination with LA Metro, and other agencies as needed.</p>

Regional Planning Activities November 2024

Los Angeles County Metropolitan Transportation Authority (LA Metro)

Summary		Key Dates	OCTA Interest	OCTA Role
LA28	<p>The Greater Los Angeles Area is preparing for LA28. This will include coordination between OCTA, LA Metro, and other planning agencies in the area.</p> <p>LA Metro's refined project list (48 total projects) is comprised of the following:</p> <ul style="list-style-type: none"> • Congestion management (nine projects) • First-last mile and active transportation (seven projects) • Bus (11 projects) • Rail (ten projects) • Systemwide (eight projects) • Regional rail (five projects) <p>Projects are anticipated to also prepare the region for the FIFA World Cup in 2026 and Super Bowl in 2027.</p>	<p><u>December 2020</u> – LA Metro Board of Directors approved Mobility Concept Plan</p> <p><u>April 2022</u> – Mobility Concept Plan presented to stakeholders</p> <p><u>December 2023</u> – Mobility Concept Plan and Projects List approved by LA Metro Board of Directors</p> <p><u>October 2024</u> – Meeting of Ad Hoc 2028 Olympic & Paralympic Games Committee</p>	<p>Coordinate with LA Metro and the City of Los Angeles as preparations begin for LA28.</p> <p>Monitor development of financing/ funding strategy and potential implementation of program of projects.</p>	Coordinate with LA Metro and other partner agencies.
LA Metro E Line Eastside Transit Corridor Phase 2	<p>Environmental process and advanced conceptual engineering for extending the E Line further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.</p>	<p><u>February 2020</u> – LA Metro Board of Directors approved proceeding with the project's environmental process and withdrawing the State Route 60 and combined alternatives from further consideration in the environmental study</p> <p><u>May 2024</u> – Final EIR certified by LA Metro Board of Directors</p> <p><u>2023- 2028</u> – Final design phase</p> <p><u>2029</u> – Start of construction</p> <p><u>2035</u> – Phase 2 in service</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.

Regional Planning Activities November 2024

LA Metro (continued)

Summary		Key Dates	OCTA Interest	OCTA Role
Southeast Gateway Line	In January 2022, the LA Metro Board of Directors approved Los Angeles Union Station as the northern terminus and the 14.5-mile route from Slauson/A (Blue) Line to Pioneer Boulevard in the City of Artesia as the locally preferred alternative for the initial segment between the City of Artesia and downtown Los Angeles. The new light rail transit line will connect downtown Los Angeles to southeastern Los Angeles County, which could provide potential for a future extension into Orange County along the Pacific Electric Right-of-Way.	<p><u>July 2021</u> – Draft environmental document for public comment</p> <p><u>January 2022</u> – Selection of a locally preferred alternative and project terminus</p> <p><u>January 2024</u> – Project renamed from West Santa Ana Branch Transit Corridor to Southeast Gateway Line</p> <p><u>April 2024</u> – LA Metro Board of Directors certified Final EIR</p> <p><u>2041</u> – Anticipate opening service of initial segment</p>	Support alternatives that create potential for future connections into Orange County.	Monitoring.



July 22, 2024

Joint Statement on Advancing Emissions Reductions in the South Coast Air Quality Management District

The South Coast Air Quality Management District (South Coast AQMD) is home to 17 million people where ozone levels continue to exceed the health-based national ambient air quality standards. Although air quality in the South Coast AQMD region has improved significantly since the 1970's as a result of substantial nitrogen oxides (NOx) and volatile organic compounds (VOC) emission reductions, the air pollutants that form ground-level ozone, challenges remain. Emissions from sources like aircraft, locomotives, ocean-going vessels, and nonroad engines will be an increasing fraction of total emissions of NOx in the South Coast AQMD region absent additional action by regulatory agencies. The significant additional emissions reductions needed to provide healthy air in the South Coast AQMD will take a sustained and collaborative effort at the local, state, and federal levels to reduce emissions from all sources – both mobile and stationary.


Today, the South Coast AQMD, the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA) are re-committing to a long-term collaboration to reduce emissions from all sources utilizing agency specific authority for stationary and mobile sources.

The commitments from each Agency form a part of our shared strategy for attainment of the ozone standards established by EPA in 1997, 2008, and 2015 (see agency specific attachments). Jointly, the undersigned will work to reduce NOx emissions from aircraft, locomotives, ocean-going vessels, and nonroad engines, as well as stationary sources.

Through this long-term partnership, South Coast AQMD, CARB, and EPA will be taking steps to catalyze the emissions reductions needed to improve air quality for the 17 million residents of the South Coast AQMD region. The actions proposed by the three agencies will help attain federal air quality standards, and reduce exposure to toxic air pollutants, especially for people living in disproportionately impacted communities, many of which are located near ports, railyards, warehouses, freeways, and airports in the South Coast AQMD region.



Joseph Goffman
Assistant Administrator for Air and Radiation
U.S. Environmental Protection Agency



Liane Randolph, Chair
California Air Resources Board



Martha Guzman
Regional Administrator, Region IX
U.S. Environmental Protection Agency



Vanessa Delgado, Chair
South Coast Air Quality Management District



WASHINGTON, D.C. 20460

July 22, 2024

Liane M. Randolph, Chair
California Air Resources Board
1001 I Street
Sacramento, California 95814

Vanessa Delgado, Chair
South Coast Air Quality Management District Governing Board
21865 Copley Drive
Diamond Bar, California 91765

Dear Chair Randolph and Chair Delgado:

Despite stringent regulations governing air emissions and innovative strategies to incentivize pollution reductions, the South Coast ozone nonattainment area experiences some of the highest levels of ground-level ozone pollution in the United States. Notwithstanding the efforts of the South Coast Air Quality Management District (AQMD), the California Air Resources Board (CARB), and the U.S. Environmental Protection Agency (EPA) to bring the area into compliance with the national ambient air quality standards (NAAQS) for ozone, the area continues to exceed the NAAQS.

In an effort to address this challenge, the South Coast AQMD, CARB, and the EPA formed a three-agency workgroup to assess strategies to attain the 1997, 2008, and 2015 ozone NAAQS in the South Coast air basin. The goal of the workgroup is to evaluate all significant emissions categories, the availability of technologies and practices that support emissions reductions, and regulatory and other pathways, both traditional and innovative, to drive the required emissions reductions. The three-agency workgroup selected four sectors for the initial evaluation: aviation, non-road engines, locomotives and railyards, and ocean-going vessels (OGVs). Because the federal government retains substantial authority to develop emissions standards for these sectors, we recognize that the EPA will play an important role in this partnership. Experts from the three agencies are participating in the sector workgroups to assess emissions reduction opportunities and to define the significant roles for each of our agencies in the path to improved air quality. The sector workgroups have recommended a number of actions for South Coast AQMD, CARB, and the EPA to undertake. As a result of this process, EPA is committing to the following:

General Commitments

1. Continue to work in partnership with SCAQMD and CARB to attain all ozone standards, recognizing the need for reductions from the aviation, locomotive, non-road engine, and ocean-going vessels sectors.
2. Work with SCAQMD and CARB to support additional Indirect Source Rules and support efforts to credit these measures in the SIP.
3. Evaluate and act on the waiver and authorization requests submitted by CARB.

Locomotives

4. Explore opportunities with CARB and SCAQMD that can significantly accelerate the transition of the locomotives operating in California to a much cleaner locomotive fleet.
5. Work with SCAQMD and CARB to support technology demonstrations for zero-emission locomotives and infrastructure deployment.
6. Continue to pursue national emissions standards for newly built and remanufactured locomotives.

Aviation

7. In collaboration with Federal partners, continue to work with the International Civil Aviation Organization on more stringent NO_x emissions standards.
8. Work with CARB, SCAQMD, and other agencies as appropriate, to explore development of measures that use economic incentives at South Coast airports to prioritize use of aircraft with lower NO_x emissions.
9. Work with CARB on zero-emission ground support equipment and zero-emission taxiing technology assessments.
10. Work with CARB and SCAQMD on a technology forum on how on-airport operations are managed, focusing on optimizing zero-emission support equipment, auxiliary unit operation, and airplane operations (e.g., taxiing).
11. Jointly host a technology forum with CARB, SCAQMD, and other agencies as appropriate, on the operational practices and economics of aircraft routing with the State, country, and internationally.
12. Jointly host a technology forum with CARB, SCAQMD, and other agencies as appropriate, on strategies for lowering NO_x emissions from aircraft, including through improved combustor design, selective catalytic reduction, water-in-fuel strategies, or other strategies.

Non-road Land-Based Diesel Equipment

13. Begin exploration of a more stringent national “Tier 5” criteria pollutant emissions standards for nonroad land-based compression-ignition engines, including the potential role zero-emission equipment can play to significantly reduce emissions.

Ocean Going Vessels (OGVs)

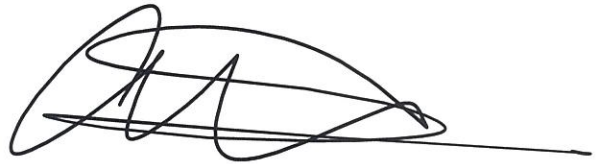
14. In collaboration with Federal partners, engage with the International Maritime Organization to work towards strengthening the NOx standards for new and existing OGVs, including resolution of the low load Tier III issue for OGVs.
15. Jointly host a technology forum with SCAQMD, CARB, and other agencies as appropriate, on low-load NOx issues, fuels of the future, and solicit ideas from the public, shippers, carriers, and other supply chain stakeholders for future emissions reductions.

In light of the ongoing challenges the South Coast faces in attaining the ozone NAAQS and the important role the EPA plays in improving air quality, we reiterate our commitment not only to the actions identified above, but also to continuing to work both within the federal government and in collaboration with CARB and the SCAQMD to develop the necessary tools, strategies, and regulatory approaches that will be needed for the South Coast Air Basin to attain the ozone NAAQS. Thank you for the constructive engagement of your agencies and we look forward to our continued collaboration.

Sincerely,



Martha Guzman
Regional Administrator
Region IX



Alejandra Nunez
Principal Deputy Assistant Administrator
Office of Air and Radiation



Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

July 22, 2024

Joseph Goffman
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Vanessa Delgado
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South Coast Air Quality Management District
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RE: Letter of Intent for Further Measures to Improve Air Quality in South Coast

Dear Assistant Administrator Goffman, Regional Administrator Guzman, and Chair Delgado:

For over 50 years, the California Air Resources Board (CARB) and the South Coast Air Quality Management District (District) have been at the forefront of air pollution control, consistently identifying and adopting new controls. Air pollution levels have dramatically decreased as a result, but there is more work to be done to meet increasingly stringent federal health-based air quality standards. CARB's 2022 State Strategy for the State Implementation Plan identified 19 new State measures for the coming years, and even still, additional reductions are necessary to meet the federal standards and protect public health.

CARB has been working for several months with staff at the U.S. Environmental Protection Agency (U.S. EPA) and the District to identify actions each agency could take to help meet ozone standards and improve public health in the South Coast Air Basin (South Coast). Teams at each of our agencies have spent many hours assessing potential solutions to ensure we reduce emissions and make progress towards attaining the standards, with the understanding that each of our agencies would put forth a list of new commitments each agency intends to pursue.

As a result of this ongoing evaluation and continuing public health need, with this letter of intent, CARB hereby documents its intent to pursue the below actions to achieve approximately five tons per day of new oxides of nitrogen (NO_x) emission reductions in the South Coast in 2033 from the aircraft, non-road, ocean-going vessel, on-road heavy-duty vehicle, and building sectors as specified below:

Aircraft/Airports

- Host a technology forum on how on-airport operations are managed, focusing on optimizing zero-emission support equipment, auxiliary unit operation, and airplane operations (e.g., taxiing).
- Jointly host a technology forum with the District, U.S. EPA, and other agencies, as appropriate, on the operational practices and economics of aircraft routing within the State, country, and internationally.
- Jointly host a technology forum with the District, U.S. EPA, and other agencies, as appropriate, on strategies for lowering NO_x emissions from aircraft, including improved combustor design, selective catalytic reduction, water-in-fuel strategies, or other strategies.
- Collaborate with U.S. EPA and the Federal Aviation Administration (FAA) on additional NO_x-focused aircraft research (FAA CLEEN Program).
- Collaborate with U.S. EPA and FAA to advocate for tighter aircraft NO_x emissions standards with the International Civil Aviation Organization.
- Explore developing a Zero Emission Airport Ground Operations Regulation to require zero emissions taxiing, zero-emissions ground support equipment, and zero-emissions gate operations.

Ocean-Going Vessels/Ports

- Prioritize exploration of an Ocean-Going Vessel In-Transit Regulation to reduce emissions from vessels transiting California waters.
- Jointly host a technology forum with the District and U.S. EPA, and other agencies, as appropriate, to focus on excess low-load NO_x emissions, fuels of the future, and solicit ideas from the public, shippers, carriers, and other supply chain stakeholders for future emission reductions.

Off-Road/Non-Road

- Pursue Tier 5 Off-Road Vehicles and Equipment Emissions Standard.
- Develop Cargo Handling Equipment Amendments.
- Develop Transport Refrigerant Unit Part II Regulation.
- Develop further amendments to In-Use Off-Road Diesel-Fueled Fleets Regulation (contingent on U.S. EPA first adopting next-level Tier 5 standards and zero-emission standards for off-road equipment).

On-Road Heavy-Duty Vehicles

- Develop Zero-Emission Trucks Regulation to drive transition to zero-emission in fleets not covered by Advanced Clean Fleets Regulation.
- Incentivize the turnover of on-road vehicles or other categories of mobile source equipment using \$185 million in dedicated funding from a joint settlement with an engine manufacturer.

Buildings

- Develop Zero-Emission Standard for Space and Water Heaters.

If you have any questions, please contact [Edie Chang](#), Deputy Executive Officer, at (916) 445-4383 or have your staff contact [Michael Benjamin](#), D.Env., Chief, Air Quality Planning and Science Division at (916) 201-8968.

Sincerely,



Liane M. Randolph, Chair

Enclosure

cc: Steven S. Cliff, Ph.D., Executive Officer

Matthew Lakin, Director, Air and Radiation Division, U.S. Environmental Protection Agency, Region 9
lakin.matthew@epa.gov

Edie Chang, Deputy Executive Officer

Michael Benjamin, D.Env., Chief, Air Quality Planning and Science Division



South Coast Air Quality Management District

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July 22, 2024

Joseph Goffman, Assistant Administrator
Office of Air and Radiation
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Liane M. Randolph, Chair
California Air Resources Board
1001 I Street
Sacramento, California 95814

Dear Mr. Goffman and Chair Randolph:

The South Coast Air Quality Management District (South Coast AQMD) is committed to providing clean air for all, including the critical mission to further reduce NO_x emissions that contribute to ozone pollution in the South Coast Air Basin. In valued partnership with the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB), South Coast AQMD will continue to do its part, rising to the collective challenge, using its authorities, and working with stakeholders and communities to deliver solutions to address the region's ozone pollution. To do this, South Coast AQMD will extend the agency's legacy of embracing innovative technologies and adopting rules and regulations with nation-leading stringency. South Coast AQMD, as a measure of good will, here memorializes certain existing works-in-progress and intended, future actions that have a common purpose to reduce NO_x or to lay important groundwork for potential future NO_x reductions.

While air quality has dramatically improved over the years, our region still exceeds National Ambient Air Quality Standards (NAAQS) for particulate matter and ozone, and experiences some of the worst air pollution in the nation. Over 17 million people reside in our region, and we are home to two-thirds of California's environmental justice (EJ) population. These frontline communities suffer the brunt of the impacts of air pollution. We estimate that approximately 1,500 premature deaths would be avoided annually if our region were able to attain the NAAQS.

As an extreme ozone nonattainment area, South Coast AQMD has implemented the most stringent regulations in the nation for stationary sources – power plants, refineries, and industrial facilities for which we have direct regulatory authority. We have established Best Available Retrofit Control Technology (BARCT) standards in rules that impose strict emission limits for virtually every combustion category of stationary sources to reduce NO_x emissions to the greatest extent feasible. Since the 80 ppb ozone standard was established in 1997, we have cut emissions dramatically – emissions of nitrogen oxides (NO_x), the key pollutant responsible for ozone formation in our region – have been reduced by over 75 percent. Despite these aggressive actions, NO_x emissions must be reduced even further to meet ozone standards. Per our 2022 Air Quality Management Plan, we are implementing strategies to pursue zero emission technologies across all sectors wherever feasible.

The South Coast Air Basin is home to the Ports of Long Beach and Los Angeles, the largest port complex in the nation, and LAX, the fifth largest airport in the nation. Goods delivered to and from these facilities traverse across our region to rail yards and warehouses, and are often ultimately bound for destinations throughout the nation. This activity results in significant emissions from ships, aircraft, interstate trucks, locomotives, and other non-road engines. Today, over 80 percent of NO_x emissions within the basin are from mobile sources, and of these, it is the ships, aircraft, interstate trucks, locomotives, and similar heavy-duty engines that are responsible for about three-quarters of these emissions.

It is impossible to attain all ozone standards absent further action from U.S. EPA. In particular, new and continued actions are needed on sources primarily under federal authority, including ships, aircraft, interstate trucks, locomotives, and other non-road engines. And it is not just our area that needs federal action to meet ozone standards. Regions of the country that have never had to contend with protracted ozone nonattainment are slipping into higher levels of ozone nonattainment. In the future, these areas will find themselves in the same position as South Coast AQMD unless U.S. EPA takes immediate action to reduce emissions from federally regulated sources.

Recognizing that all agencies have a role to play in continuing to reduce emissions, the attachment to this letter details actions that South Coast AQMD intends to pursue. These actions, combined with actions from U.S. EPA and CARB, will be needed to meet all ozone standards. We anticipate that the actions below will result in approximately four and a half tons per day of new NO_x emission reductions in the South Coast Air Basin in 2033, primarily from stationary sources. Facility-based measures may add to this total, depending in part on future actions also taken by U.S. EPA and CARB. Further, our agencies must commit to work for a “Whole of Government” approach as air quality intersects with

transportation, energy, and other sectors to protect public health and economic activity and jobs.

This letter does not purport to be exhaustive or comprehensive of all actions that South Coast AQMD could or would endeavor to pursue to meet ozone health standards in the South Coast Air Basin. South Coast AQMD staff, consistent with Governing Board direction, will develop and seek adoption of new rules or measures as potential State Implementation Plan revisions following any applicable procedural requirements and, wherever needed, ensure appropriate supporting administrative and technical information is provided to CARB and U.S. EPA. This letter is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any person against South Coast AQMD. South Coast AQMD reserves all rights and defenses, including the right to petition. Recognizing that emission standards for mobile sources are established by state or federal agencies, South Coast AQMD will continue to tirelessly advocate for all practical and innovative strategies to reduce those sources of emissions. Above all, South Coast AQMD, whether in a leading, partnering or supporting role, commits to following the science and the law as it continues to work to clean the air and protect the health of all residents.

Sincerely,



Vanessa Delgado
Governing Board Chair
South Coast AQMD

Attachment

Attachment: South Coast AQMD Commitments for Action

Aircraft/Airports:

- Leverage partnerships from existing Memoranda of Understanding (MOUs) between South Coast AQMD and airports to explore technology demonstration projects for lower emission technologies.
- Explore new mechanisms to reduce emissions from airports including potentially revisiting existing Airport MOUs or through a future airport indirect source rule.
- Pursue technology demonstration projects for zero emissions ground operation for aircraft and its supporting equipment and associated infrastructure.
- Jointly host a technology forum with CARB, U.S. EPA, and other agencies as appropriate on the operational practices and economics of aircraft routing within the state, country, and internationally.
- Jointly host a technology forum with the CARB, U.S. EPA, and other agencies as appropriate on strategies for lowering NO_x emissions from aircraft, including through improved combustor design, selective catalytic reduction, water-in-fuel, or other emission reduction strategies.

Locomotives/Railyards:

- Bring an indirect source rule on freight rail yards (Proposed Rule 2306) to our Governing Board for consideration in August 2024.
- Pursue technology demonstration projects for zero emissions locomotives and associated infrastructure.

Off-Road/Non-Road:

- Explore development of a loaner program for zero emissions construction equipment, including associated infrastructure.
- Develop and bring new Facility-Based Mobile Source Measures for new/redevelopment projects to our Governing Board for consideration, including potential development of an indirect source rule.
- Collaborate with relevant agencies on other facilitating measures such as:
 - Technology assessments of charging fueling standards and infrastructure for non-road applications; and
 - Market assessments of zero emissions technology for different non-road applications and duty cycles.

Ocean-Going Vessels (OGVs)/Ports:

- Bring indirect source rule on container terminals at marine ports (Proposed Rule 2304) to our Governing Board for consideration by 1st quarter 2025.
- Jointly host a technology forum with CARB, U.S. EPA, and other agencies as appropriate to focus on excess low-load NO_x emissions, fuels of the future, and solicit ideas from, the public, shippers, carriers, and other supply chain stakeholders for future emission reductions.

- Seek funding and pursue emissions testing for conventional and alternative fuels.
- Continue to seek funding and opportunities for OGV engine retrofit demonstration projects.
- Seek opportunities for establishing long term funding to support a Clean Ship Visit Program.
- Provide technical support and build on previous work for the Pacific Rim Maritime Emissions Reduction (PRIMER) initiative to develop a Clean Ship Visit Program.

Stationary Sources:

- Review where accelerated reductions could be possible, including through rulemaking to achieve emission reductions on a more accelerated timeline than identified in the 2022 AQMP.

Regional Planning Update

This update focuses on:

Resolution on Federal Highway Funding Sanctions

SCAG's Expert Panel on Induced Travel Impacts of Priced Managed Lanes

Resolution on Federal Highway Funding Sanctions

May 2024 – EPA was expected to start federal funding sanction clock by July 31, 2024

- Following proposed action to disapprove CARB and AQMD's Contingency Measure Plan for meeting the 1997 ozone standard

July 22, 2024 - EPA, CARB, and AQMD agree to prevent sanctions and address ozone standards collaboratively

- EPA: Advance zero-emission technologies in aviation, marine, and rail sectors
- CARB: Target five tons per day of NOx reductions by 2033, by supporting zero-emission technology across multiple sectors
- AQMD: New rules and technology demonstrations focused on high-emission sources and impacted communities

Funding for South Coast Emissions Reductions

**\$500 million from EPA's CPRG Program
awarded to AQMD**

AQMD Investment Focus: Incentives to deploy zero-emission goods movement technologies to help meet federal air quality standards

Incentives to target electrification of:

- Cargo handling equipment
- Switcher locomotives
- Heavy-duty trucks and last-mile freight vehicles

Expert Panel on Induced Travel Impacts of Priced Managed Lanes

Is VMT, by itself, a meaningful measure?

Findings:

- Not all VMT is equal
- VMT alone does not fully capture performance of transportation systems

Takeaway:

- Additional metrics can provide more accurate analysis of system performance

Should priced managed lanes and general purpose lanes use the same VMT methodology?

Findings:

- Potentially significant differences between priced managed and general purpose lanes

Takeaway:

- Further research needed to document differences between priced managed and general purpose lanes

Regional Monitoring Next Steps

Continue monitoring and engaging in:

Specific investments from AQMD's CPRG award

Coordination on managed lane planning and implementation



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Orange County Transportation Authority Climate Adaptation and Sustainability Plan Follow-Up Activities Update

Executive Committee Meeting of November 4, 2024

Present: Chair Nguyen, Vice Chair Chaffee, Directors Hennessey, Jung, and Wagner

Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Receive and file as an information item.



November 4, 2024

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Transportation Authority Climate Adaptation and Sustainability Plan Follow-Up Activities Update

Overview

The Orange County Transportation Authority completed its first Climate Adaptation and Sustainability Plan in 2024. The Climate Adaptation and Sustainability Plan is a comprehensive, agencywide plan that addresses how the Orange County Transportation Authority can protect its infrastructure and operations from the negative impacts of climate change (climate adaptation), while minimizing its emissions (sustainability). This report highlights progress that has been made on activities resulting from the completion of the Climate Adaptation and Sustainability Plan and next steps.

Recommendation

Receive and file as an information item.

Background

Development of the Climate Adaptation and Sustainability Plan (CASP), the first of its kind for the Orange County Transportation Authority (OCTA), began in early 2022, and focuses on how OCTA can ensure long-term resilience from climate-related impacts, as well as reduce its greenhouse gas emissions. An update on the development of the CASP was presented to the Board in December 2023 prior to it being finalized in April 2024. The final CASP compiles a comprehensive inventory and builds on all of OCTA's adaptation and sustainability activities to date, including but not limited to, the Natural Hazard Mitigation Plan, Rail Defense Against Climate Change Plan, and Zero-Emission Bus Program. The CASP also addresses potential risks to OCTA's infrastructure¹ and services from climate impacts such as extreme heat and flooding. Based on the results of a climate vulnerability assessment and

¹ Due to OCTA's prior development of the Rail Defense Against Climate Change Plan and ongoing south Orange County coastal rail studies, the shared railway asset was not included in the CASP assessment to avoid duplication of efforts.

greenhouse gas emissions inventory, the plan outlines strategies to advance adaptation and sustainability efforts.

The CASP serves as a strategic roadmap to guide OCTA's climate action efforts. It helps to support OCTA's mission to keep Orange County moving amidst the impacts of a changing climate. Additionally, the CASP helps to align OCTA with the state's climate policies and goals, as well as support OCTA's efforts to secure future state and federal funding.

Discussion

The completion of the CASP marked a significant milestone for the agency as it provides a framework to support future efforts on climate action. The CASP and the potential climate adaptation and sustainability targets and strategies it outlines were intended to serve as a blueprint for further investigation, planning, and decision-making. Since its completion, OCTA has been assessing the feasibility and cost-effectiveness of the proposed strategies to determine which actions should be prioritized for future implementation, while keeping employee and customer safety at the forefront.

To guide this evaluation process, a prioritization tool was developed to assess the initial recommendations identified in the CASP based on factors such as feasibility, cost, level of effort, and impact of implementation. More specifically, several criteria were used to evaluate and rank the CASP strategies. Some of these included whether the relevant asset(s) is owned and operated by OCTA, estimated planning and capital costs, equity benefits (i.e., social and environmental impacts that may benefit disadvantaged communities), energy security and resilience (i.e., measures that contribute to the diversification of OCTA's energy supply), and alignment with existing OCTA policies, goals, and regulatory compliance.

As indicated above, this initial stage of CASP follow-up activities focuses on strategies for assets and facilities owned and operated by OCTA. The abovementioned criteria were then used to prioritize strategies that would have the most influence on OCTA infrastructure, operations, employees, and riders. This initial process yielded potential CASP strategies to consider expanding on or implementing, as outlined in the table below.

Preliminary results of highest ranked CASP strategies for OCTA implementation consideration:

Scored Priority	Focus or Hazard Area	CASP Measure Focus	Potential Results
1	Sustainability	Energy Efficiency/Facility Electrification	Increased energy efficiency of facilities, equipment, and operations
2	Air Quality	Outdoor Exposure and Emissions Reduction	Enhanced productivity and increased employee health
3	Extreme Weather	Emergency Operations	Maintained productivity and improved response to extreme weather events
4	High Heat	Weatherizing	Maintained continuity of service
5	Sustainability	Onsite Renewable Energy	Increased cost savings and resilience co-benefits
6	Air Quality	Indoor Air Quality	Enhanced productivity and increased employee health
7	High Heat	Power	Maintained continuity of service
8	High Heat	Employee Cooling	Maintained productivity and increased employee health
9	Sustainability	Zero-Emission Bus Fleet	Reduced greenhouse gas emissions and air pollution
10	High Heat	Shade Trees	Decreased temperatures and improved work environment

Next Steps

OCTA will continue to assess the adaptation and sustainability recommendations proposed in the CASP to prioritize which to concentrate on moving forward. Once the top CASP priorities are determined, draft implementation plans will be developed to support the application of those strategies. The draft implementation strategies will then be further evaluated and ranked to identify actions that would be the most feasible and impactful for OCTA to consider for implementation. This process will enable OCTA to explore additional strategies, where appropriate, that were not included in the CASP. With ongoing progress in climate change research and awareness at the regional, state, and national levels, new opportunities may emerge to consider further actions that align with state priorities.

Staff will continue to evaluate the CASP action strategies and complete any necessary supplemental analyses to support CASP implementation planning. Staff will also identify potential funding options for the top priority CASP strategies and develop an implementation framework.

Summary

The CASP represents a key step for OCTA toward greater alignment with the state's climate objectives and goals, emphasizing the importance of proactively planning for climate change impacts while working to reduce emissions. OCTA will utilize the CASP to make decisions and determine next steps for potential future implementation.

Attachment

None.

Prepared by:



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(714) 560-5756

Approved by:



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



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.


Committee Recommendation(s)

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: 2025 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

Overview

On March 21, 2024, the California Transportation Commission adopted the 2025 Active Transportation Program guidelines and issued a two-tiered call for projects, the State of California Statewide call for projects, and the Southern California Association of Governments' regional program. The Orange County Transportation Authority can assign additional points to project applications to augment scores, which will be considered during the regional program review. The assignment of points for Orange County applications is presented for the Board of Directors' approval.

Recommendations

- A. Approve the Orange County 2025 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.
- B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2025 Active Transportation Program projects.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Background

On March 21, 2024, the California Transportation Commission (CTC) adopted the statewide 2025 Active Transportation Program (ATP) guidelines and issued the associated ATP call for projects (call). The 2025 ATP will provide a total of \$168.7 million in funding for projects in fiscal years (FY) 2025-26 through FY 2028-29.

The ATP includes a two-tiered call for projects. Projects may be funded through the statewide round of funding or through the regional round of funding. All project applications are first ranked according to a project score and considered for the statewide round of funding. The CTC is responsible for overseeing the scoring process and is expected to publish funding recommendations in November 2024. Funding recommendations for the statewide round of funding are based on the highest scoring project applications statewide.

Consistent with state law and approved program guidelines, the 2025 ATP funding is distributed three ways. Fifty percent of the available funding is distributed through the statewide round (approximately \$84.35 million). Ten percent of the available funding is distributed to small urban and rural regions (approximately \$16.87 million of which Orange County applicants are not eligible to receive). The remaining 40 percent of the available funding (approximately \$67.48 million) is distributed through the regional round of funding which is subdivided across metropolitan areas and is further split by county based on population. Orange County expects to receive approximately \$5.6 million in ATP funds through this round of funding.

Orange County projects, which are not recommended for funding through the statewide round, will be considered for the regional round administered through the Southern California Association of Governments (SCAG) process.

The SCAG Regional ATP guidelines were approved by the CTC in June 2024 and outline the SCAG regional project selection process. This process allows for a prioritization methodology to be developed by each of the county transportation commissions to augment the scores received by project applications through the statewide round. Up to 20 points can be added to the statewide project score. The Orange County Transportation Authority (OCTA) Board of Directors (Board) established a prioritization methodology for OCTA in September 2024.

This methodology is provided for reference below and in Attachment A.

Plan	Point Value (Maximum of 20 Points)
A planned bikeway in OC Active	10
Project is included in the Orange County Bike Connectors Gap Closure Feasibility Study or the Nonmotorized Metrolink Accessibility Strategy	10
Pedestrian or bikeway improvements that connect to a Transit Opportunity Corridor identified in OC Transit Vision	10

Plan	Point Value (Maximum of 20 Points)
Pedestrian improvements within a half mile or bikeway improvements within three miles of one of the Prioritized High-Potential Hub Locations identified in the Orange County Mobility Hubs Strategy	5
Project is included in a regional or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan	5
Project closes a gap on a sidewalk along a roadway on the Master Plan of Arterial Highways	2
Project is included in a specific plan, corridor plan, or multimodal study	2
Project is included in local agency general plan or circulation element	2

Discussion

Applications for the 2025 ATP, including both statewide and regional, were due on June 17, 2024. Orange County agencies submitted 14 applications, requesting a total of \$228.844 million in ATP funding.

OCTA staff reviewed project applications and surveyed Orange County applicant agencies to evaluate the consistency of their projects with the planning documents outlined in the Board-approved project prioritization methodology. OCTA contacted applicant agencies for clarification as needed, and finalized the recommended point assignments for submittal to SCAG included in Attachment B. As noted above, the CTC will perform the primary project scoring, which has not occurred yet. The SCAG/OCTA ranking and augmented scoring will take place once the CTC scoring is complete and will only affect projects not selected for funding in the statewide round of funding. Once SCAG applies the OCTA-assigned points to the CTC scores, the CTC will review and authorize the ATP funding for the selected projects through the regional share of ATP funding.

If a project that is recommended for funding through the SCAG regional project selection process is not able to be delivered or is recommended for partial funding, OCTA will work with applicant agencies and SCAG to substitute the next ranked projects or adjust project scopes for partial funding consistent with the SCAG regional guidelines. Although OCTA does not determine final scores or

award funds to local agencies for ATP projects, future scope changes for Orange County projects may require OCTA concurrence as part of the request to the CTC. To carry out these activities, staff is requesting Board authorization to make these minor adjustments.

Consistent with SCAG's Federal Transportation Improvement Program (FTIP) guidelines, all federally funded, or regionally significant projects, must be included in the FTIP; therefore, Board direction to enter awarded ATP projects into the FTIP is requested because the ATP includes federal funding sources.

Next Steps

With Board approval, staff will submit the project point assignment recommendations to SCAG. The SCAG Regional Council will consider the adoption of the regional program in spring 2025, and the CTC will consider the adoption of the regional program in summer 2025. Following approval, projects will be entered into the FTIP so that local agencies may initiate the process to begin their projects, consistent with the award amount, match required, and timing for when the funds are available.

Summary

As part of the SCAG regional project selection process for the 2025 ATP, staff has reviewed applications and is recommending point assignments for projects submitted by Orange County agencies consistent with OCTA-approved methodology for approval and submittal to SCAG.

Attachments

- A. Orange County Transportation Authority, Active Transportation Program Project Prioritization Methodology
- B. Orange County Transportation Authority, 2025 Active Transportation Program Project Prioritization Point Assignments

Prepared by:



Louis Zhao
Programming and Grants Development
Manager
(714) 560-5494

Approved by:



Kia Mortazavi
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**Orange County Transportation Authority, Active Transportation Program
Project Prioritization Methodology**

On September 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a prioritization methodology for projects submitted for Active Transportation Program (ATP) funding.

The Board-approved methodology assigns points to projects based on what plans recommend the improvements described in the project. The points assignment by plan or project type is listed in the table below.

Plan	Point Value (Maximum of 20 Points¹)
A planned bikeway in OC Active	10
Project is included in the Orange County Bike Connectors Gap Closure Feasibility Study or the Nonmotorized Metrolink Accessibility Strategy	10
Pedestrian or bikeway improvements that connect to a Transit Opportunity Corridor identified in OC Transit Vision	10
Pedestrian improvements within a half mile or bikeway improvements within three miles of one of the Prioritized High-Potential Hub Locations identified in the Orange County Mobility Hubs Strategy	5
Project is included in a regional or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan	5
Project closes a gap on a sidewalk along a roadway on the Master Plan of Arterial Highways	2
Project is included in a specific plan, corridor plan, or multimodal study	2
Project is included in local agency general plan or circulation element	2

This methodology rewards projects that provide regional connectivity, complement transit service in Orange County, encourage multimodal mobility, and have a clear safety need.

¹ The adopted 2025 ATP Southern California Association of Governments Regional Guidelines establish that the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the State.

Orange County Transportation Authority, Active Transportation Program Project Prioritization Methodology

OCTA-led projects are eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all the local Orange County agencies. Basing the point assignment upon inclusion in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors ensure that all projects can receive equitable consideration.

Disadvantaged Communities Methodology

To maximize funding for Orange County projects, staff evaluates the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). There is a risk that Orange County projects could lose funding if the region doesn't meet the 25 percent threshold and pulls a project from another region to receive funding. In order to avoid allowing Orange County targeted funds to go to projects in other counties, staff may need to adjust project prioritization to assist the region in meeting this requirement, ensuring the funding stays in Orange County.

Plans, Quick-Builds, and Non-Infrastructure Projects Methodology

The regional guidelines require that up to five percent of funding available for the region be directed to plans, non-infrastructure, and quick-build projects. Once the projects that will be part of the regional project selection process are known, staff will adjust the priorities in order to maximize the use of the funds across Orange County.

Orange County Transportation Authority
2025 Active Transportation Program Project Prioritization Point Assignments

Plan			CBSP or OC Active	District Strategies	Metrolink Study	Master Plan of Arterial Highways	Local or State Agency Plan	Safety Plan or OCSSP	Specific or Corridor Plan	Local Agency General Plan or Circulation Element	Total OCTA Points
Agency	Project Title	ATP Request (000's)	10-point max	10-point max	10-point max	5-point max	5-point max	5-point max	2-point max	2-point max	20- point max
Anaheim	City of Anaheim Active Transportation Plan	\$ 500	0	0	0	0	0	0	0	2	2
Anaheim	OC River Walk Multimodal Connectivity Project	\$ 42,470	10	10	10	5	5	5	0	2	20
Garden Grove	Garden Grove SRTS: Phase II Master Plan	\$ 250	0	0	0	0	0	0	0	0	0
La Habra	La Habra Rails to Trails OC Loop Gap Closure	\$ 13,400	10	10	0	0	5	5	0	2	20
OCTA	Move OC: A Vibrant Path to Active Transportation	\$ 1,000	10	10	10	0	5	5	0	0	20
Orange	Santiago Creek Bike Trail Gap Closure	\$ 9,553	10	10	0	0	5	0	0	2	20
Santa Ana	Monroe Elementary and Edison Elementary SRTS	\$ 12,249	0	0	0	0	0	5	0	2	7
Santa Ana	Santa Ana Vision Zero	\$ 31,679	0	0	0	5	0	5	0	0	10
Santa Ana	Heroes Elementary School, Carver Elementary School, Willard Intermediate, Wilson SRTS	\$ 23,968	0	0	0	0	0	5	0	2	7
Santa Ana	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary and Franklin	\$ 40,490	0	0	0	0	0	5	0	2	7
Santa Ana	Lincoln Elementary, Monte Vista Elementary, King Elementary and Grisct Academy SRTS	\$ 19,848	0	0	0	0	0	5	0	2	7

Orange County Transportation Authority
2025 Active Transportation Program Project Prioritization Point Assignments

Plan			CBSP or OC Active	District Strategies	Metrolink Study	Master Plan of Arterial Highways	Local or State Agency Plan	Safety Plan or OCSSP	Specific or Corridor Plan	Local Agency General Plan or Circulation Element	Total OCTA Points
Agency	Project Title	ATP Request (000's)	10-point max	10-point max	10-point max	5-point max	5-point max	5-point max	2-point max	2-point max	20- point max
Santa Ana	Harvey Elementary, Adams Elementary, Carr Intermediate, Valley HS and Godinez HS SRTS	\$ 25,472	0	0	0	0	0	5	0	2	7
Stanton	Orangewood Avenue Traffic Calming Project	\$ 4,630	10	0	0	0	5	0	0	2	17
Westminster	Edwards Street SRTS Complete Street – Phase 3	\$ 3,335	10	10	0	5	0	5	0	2	20

ATP Active Transportation Program
CBSP - Community Bikeway Strategic Plan
HS - High School
OCSSP - Orange County Systemic Safety Plan
OCTA - Orange County Transportation Authority
SRTS - Safe Route to Schools



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: First Quarter Fiscal Year 2024-25 Capital Action Plan and Performance Metrics

Executive Committee Meeting of November 4, 2024

Present: Chair Nguyen, Vice Chair Chaffee, Directors Hennessey, Jung, and Wagner

Absent: None

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.



November 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: First Quarter Fiscal Year 2024-25 Capital Action Plan and Performance Metrics

Overview

Staff has prepared a quarterly progress report on capital project delivery for the period of July 2025 through September 2025, for review by the Orange County Transportation Authority Board of Directors. This report highlights the Capital Action Plan for project delivery, which is used as a performance metric to assess delivery progress on highway, transit, and rail projects.

Recommendation

Receive and file as an information item.

Background

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

This report provides the first quarter progress report on the CAP performance metrics, which are a snapshot of the planned CAP project delivery milestones in fiscal year (FY) 2024-25.

Discussion

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

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

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

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

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

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



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

CAP milestones achieved in the first quarter of FY 2024-25 include:

- The complete design milestone was achieved for the State Route 57 (SR-57) northbound improvements between Orangewood Avenue and Katella Avenue. The project is now with the California Department of Transportation (Caltrans) Office Engineer for final review and packaging with a target construction contract advertisement by Caltrans in July 2025.
- The complete design milestone was achieved for the Interstate 5 (I-5) Improvement Project between Yale Avenue and State Route 55 (SR-55). Pending completion of project ROW activities, the target construction contract advertisement by Caltrans is in July 2025.
- The award contract milestone was achieved for the Transit Security and Operations Center Project. The OCTA Board of Directors (Board) awarded the construction contract to Bernards Bros., Inc., the lowest responsive, responsible bidder, in the amount of \$44,452,000, on September 23, 2024.

The following CAP milestones missed the planned delivery through the first quarter of FY 2024-25:

Freeway Projects

- The construction ready milestone for the Interstate 605 (I-605)/Katella Avenue Interchange Improvement Project was missed due to final ROW acquisition activities. However, the project did achieve the

construction ready milestone on October 4, 2024, just outside the first quarter. The project is planned to be advertised for construction by Caltrans in January 2025.

Recap of FY 2024-25 Performance Metrics

The performance metrics snapshot provided at the beginning of FY 2024-25 reflected four planned major project delivery milestones to be accomplished through the first quarter (Attachment B). Three of the four planned milestones were delivered within the quarter. The I-605/Katella Avenue Interchange Project was delayed by only days and has since been achieved.

CAP Milestone and Cost Variance Updates

I-5, Pico to San Diego County

The forecast complete environmental milestone was revised from July 2025 to January 2026 to assess and gain agreement from Caltrans on measures to mitigate project-induced increases in vehicle miles traveled.

I-5, State Route 73 (SR-73) to Oso Parkway

The forecast complete construction milestone was revised from January 2025 to February 2025 based on construction progress to date.

I-5, Oso Parkway to Alicia Parkway

The forecast complete construction milestone was revised from October 2024 to November 2024 based on construction progress to date.

I-5, Alicia Parkway to El Toro Road

The forecast complete construction milestone was revised from February 2025 to March 2025 based on construction progress to date. The forecast cost increased by \$5.7 million from \$203.6 million to \$209.3 million due to construction contract change orders and support cost projections.

I-5, SR-73 to El Toro Road Replacement Planting and Landscape

The forecast complete design milestone was revised from January 2025 to February 2025 based on Caltrans progress to date. This necessitates revising the construction ready milestone to June 2025, the advertise construction date to August 2025, the award contract date to November 2025, and the complete construction date to May 2027.

I-5, I-5/El Toro Road Interchange

The forecast complete environmental milestone was revised from April 2026 to February 2027 to allow time to gain general consensus amongst the cities of Laguna Hills, Laguna Woods, and Lake Forest prior to finishing technical studies and releasing the environmental document to the public for comment.

I-5, Interstate 405 to Yale Avenue

The forecast cost increased by \$86.4 million from \$230.5 million to \$316.9 million. The project cost estimates were last updated in 2021 when the project report was being prepared. The final design and engineers estimate includes updated final bid quantities and unit pricing which accounts for significant escalation since 2021 out to the mid-point of construction.

I-5, Yale Avenue to SR-55

The forecast cost increased by \$31.8 million from \$258.2 million to \$290 million. The project cost estimates were last updated in 2021 when the project report was being prepared. The final design and engineers estimate includes updated final bid quantities and unit pricing which accounts for significant escalation from 2021 to the mid-point of construction.

SR-57 Northbound, Orangewood Avenue to Katella Avenue

The forecast cost increased by \$20.5 million from \$114.9 million to \$135.4 million. The project cost estimates were last updated in early 2019 when the project report was being prepared. The final design and engineers estimate includes updated final bid quantities and unit pricing which accounts for significant escalation from 2019 to the mid-point of construction.

State Route 91 (SR-91), SR-55 to Lakeview Avenue (Segment 1)

The forecast award contract milestone was revised from October 2024 to November 2024 since Caltrans opened the construction bids on October 16, 2024.

SR-91, La Palma Avenue to SR-55 (Segment 2)

The forecast construction ready milestone was revised from August 2025 to September 2025. This also results in the forecast advertise construction milestone being revised to December 2025, the award contract milestone revised to March 2026, and the complete construction milestone revised to July 2030.

SR-91 Eastbound Corridor Operations Project (State Route 241 to State Route 71)

The Riverside County Transportation Commission (RCTC) is preparing the project report and environmental clearance. Based on project progress, the forecast complete environmental milestone is being revised from April 2025 to August 2025.

91 Express Lanes to State Route 241 Toll Connector

The Transportation Corridor Agencies is preparing the final design for the project. Based on reported progress, the complete design milestone is being revised from January 2025 to February 2025. This also results in the construction ready milestone being revised to May 2025, and the award contract milestone revised to September 2025. These milestones will be updated as project approvals and agreements are completed.

I-605, I-605/Katella Interchange

The advertise construction milestone was revised to January 2025, the award contract milestone revised to May 2025, and the complete construction milestone revised to January 2027.

FY 2024-25 Cost and Performance Metrics Risks

The OC Streetcar project cost and schedule risks related to design deficiencies and contractor performance persist. Staff, in partnership with the Federal Transit Administration (FTA) and FTA's consultants, are still finalizing an FTA-prescribed 90 percent complete risk assessment to forecast the most probable completion cost and schedule. Following a thorough review by the FTA's program management consultant, staff will report the updated risk-based cost and schedule to the Board in late 2024 or early 2025. Regular reports will continue to be provided to the Board on project status.

Final engineers' estimates for projects moving to the construction phase continue to be higher than planned. The recent apparent low construction bid on the SR-91 Improvement Project between SR-55 and Lakeview Avenue came in 14.11 percent higher than the engineers' estimate. Staff is assessing the unit pricing data from this bid to make any needed adjustments to the final engineers' estimates on other near term projects. Staff will continue to monitor construction bids in the region and account for any identified escalation of material and labor costs.

Summary

Capital project delivery continues to progress and is reflected in the CAP. Through the first quarter of FY 2024-25, 75 percent of the planned CAP milestones were delivered. Forecast schedules and costs have been updated for the FY 2024-25 performance metrics, which will be used as a general quarterly project delivery performance indicator in FY 2024-25. Staff will continue to manage project costs and schedules across all project phases to meet project delivery commitments and report quarterly.

Attachments

- A. Capital Action Plan, Status Through September 2024
- B. Capital Programs Division, Fiscal Year 2024-25 Performance Metrics Through September 2024

Prepared by:
















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

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

Capital Action Plan

Status Through September 2024















Updated: October 10, 2024

Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
	(millions)								
Freeway Projects:									
I-5, Avenida Pico to San Diego County Line	TBD	Feb-21	Apr-24	TBD	TBD	TBD	TBD	TBD	TBD
	TBD	Feb-21	Jan-26	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, Avenida Pico to Vista Hermosa	\$113.0	Jun-09	Dec-11	Jun-11	Oct-13	Feb-14	Oct-14	Dec-14	Aug-18
Project C	\$83.6	Jun-09	Oct-11	Jun-11	Oct-13	May-14	Sep-14	Dec-14	Aug-18
 I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Jun-09	Dec-11	Jun-11	Feb-13	Jun-13	Oct-13	Dec-13	Mar-17
Project C	\$75.3	Jun-09	Oct-11	Jun-11	May-13	Aug-13	Feb-14	Jun-14	Jul-17
 I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Jun-09	Dec-11	Jun-11	Jan-13	May-13	Aug-13	Oct-13	Sep-16
Project C	\$74.3	Jun-09	Oct-11	Jun-11	Jan-13	Apr-13	Aug-13	Dec-13	Jul-18
 I-5, I-5/Ortega Interchange	\$90.9	Sep-05	Jun-09	Jan-09	Nov-11	Mar-12	Jun-12	Aug-12	Sep-15
Project D	\$79.8	Sep-05	Jun-09	Jan-09	Dec-11	Apr-12	Jun-12	Aug-12	Jan-16
 I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	N/A	Jan-14	Oct-14	Feb-15	Aug-15	Sep-15	Sep-16
 I-5, SR-73 to Oso Parkway	\$151.9	Sep-11	Jun-14	Mar-15	Jan-18	May-18	Aug-18	Dec-18	Apr-25
Project C & D	\$229.4	Oct-11	May-14	Mar-15	Aug-18	May-19	Aug-19	Dec-19	Feb-25
 I-5, Oso Parkway to Alicia Parkway	\$196.2	Sep-11	Jun-14	Nov-14	Jun-17	Dec-17	Feb-18	Jun-18	Nov-23
Project C & D	\$230.3	Oct-11	May-14	Nov-14	Dec-17	Jun-18	Nov-18	Mar-19	Nov-24
 I-5, Alicia Parkway to El Toro Road	\$133.6	Sep-11	Jun-14	Mar-15	Jun-18	Dec-18	Jan-19	May-19	Oct-24
Project C	\$209.3	Oct-11	May-14	Mar-15	May-19	Apr-20	May-20	Sep-20	Mar-25
 I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	N/A	Mar-23	Feb-25	Jun-25	Aug-25	Nov-25	May-27
 I-5, I-5/El Toro Road Interchange	TBD	Apr-17	Apr-26	TBD	TBD	TBD	TBD	TBD	TBD
Project D	TBD	Apr-17	Feb-27	TBD	TBD	TBD	TBD	TBD	TBD
 I-5, I-405 to Yale Avenue	\$230.5	May-14	Aug-18	Oct-21	May-24	May-25	Dec-25	Feb-26	Sep-29
Project B	\$316.9	May-14	Jan-20	Oct-21	Dec-24	May-25	Dec-25	Feb-26	Sep-29
 I-5, Yale Avenue to SR-55	\$200.4	May-14	Aug-18	May-21	Feb-25	Aug-25	Nov-25	Mar-26	Sep-29
Project B	\$290.0	May-14	Jan-20	May-21	Aug-24	Mar-25	Jul-25	Oct-25	May-29
 I-5, SR-55 to SR-57	\$38.1	Jul-11	Jun-13	Jun-15	Mar-17	Jul-17	Sep-17	Dec-17	Apr-21
Project A	\$38.9	Jun-11	Apr-15	Jun-15	Jun-17	Dec-17	Mar-18	Nov-18	Jan-21
 SR-55, I-405 to I-5	\$410.9	Feb-11	Nov-13	Sep-17	Apr-20	Dec-20	Apr-21	May-22	Feb-27
Project F	\$505.7	May-11	Aug-17	Sep-17	Apr-20	Sep-21	Dec-21	May-22	Feb-27
 SR-55, I-5 to SR-91	\$131.3	Dec-16	Jan-20	Aug-22	Jul-25	Dec-25	Apr-26	Jul-26	Oct-29
Project F	\$131.3	Dec-16	Mar-20	Aug-22	Jul-25	Dec-25	Apr-26	Jul-26	Oct-29

Capital Action Plan

Status Through September 2024












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Capital Projects	Cost Baseline/Forecast	Schedule							
		Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue Project G	\$71.8 \$135.4	Apr-16 Apr-16	Dec-18 Mar-19	Mar-22 Mar-22	Jul-24 Aug-24	Feb-25 Feb-25	Jul-25 Jul-25	Nov-25 Nov-25	Jun-28 Jun-28
 SR-57 (NB), Katella Avenue to Lincoln Avenue Project G	\$78.7 \$38.0	Apr-08 Apr-08	Jul-09 Nov-09	Jul-08 Aug-08	Nov-10 Dec-10	Mar-11 Apr-11	May-11 Jul-11	Aug-11 Oct-11	Sep-14 Apr-15
 SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A May-09	N/A Jul-10	N/A Jun-17	N/A Jul-17	N/A Sep-17	N/A Jun-18
 SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard Project G	\$80.2 \$52.3	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Dec-09	Jun-10 May-10	Oct-10 Oct-10	May-14 Nov-14
 SR-57 (NB), Yorba Linda Boulevard to Lambert Road Project G	\$79.3 \$54.1	Aug-05 Aug-05	Dec-07 Dec-07	Feb-08 Feb-08	Dec-09 Jul-09	Apr-10 Mar-10	Jun-10 May-10	Oct-10 Oct-10	Sep-14 May-14
 SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape) Project G	N/A N/A	N/A N/A	N/A N/A	N/A Oct-14	N/A Aug-17	N/A Dec-17	N/A Jan-18	N/A Feb-18	N/A Apr-19
 SR-57 (NB), Lambert Road to Tonner Canyon Project G	TBD TBD	TBD Jul-26	TBD Mar-29	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD	TBD TBD
 SR-91 Westbound (WB), I-5 to SR-57 Project H	\$78.1 \$59.2	Jul-07 Jul-07	Apr-10 Jun-10	Oct-09 Mar-10	Feb-12 Apr-12	Jul-12 Aug-12	Aug-12 Oct-12	Nov-12 Jan-13	Apr-16 Jun-16
 SR-91 Westbound (WB), I-5 to SR-57 (Landscape) Project H	N/A N/A	N/A N/A	N/A N/A	N/A Nov-14	N/A Aug-16	N/A Dec-16	N/A Feb-17	N/A Mar-17	N/A Nov-17
 SR-91, SR-55 to Lakeview Avenue (Segment 1) Project I	\$108.6 \$133.9	Jan-15 Jan-15	Oct-18 Jun-20	Mar-20 Mar-20	Jan-23 Mar-23	Aug-23 May-24	Oct-23 Jun-24	Feb-24 Nov-24	Sep-27 Aug-28
 SR-91, La Palma Avenue to SR-55 (Segment 2) Project I	\$208.4 \$208.4	Jan-15 Jan-15	Oct-18 Jun-20	Jun-20 Jun-20	Jul-23 Jan-25	Feb-24 Sep-25	Mar-24 Dec-25	Jul-24 Mar-26	Mar-28 Jul-30
 SR-91, Acacia Street to La Palma Ave (Segment 3) Project I	\$147.7 \$238.5	Jan-15 Jan-15	Oct-18 Jun-20	Nov-20 Nov-20	Apr-24 Oct-24	Nov-24 May-25	Jan-25 Sep-25	Apr-25 Dec-25	Sep-28 Jun-29
 SR-91 (WB), Tustin Interchange to SR-55 Project I	\$49.9 \$42.5	Jul-08 Jul-08	Jul-11 May-11	Jul-11 Jun-11	Mar-13 Feb-13	Jul-13 Apr-13	Aug-13 Jun-13	Oct-13 Oct-13	Jul-16 Jul-16
 SR-91, SR-55 to SR-241 Project J	\$128.4 \$79.7	Jul-07 Jul-07	Jul-09 Apr-09	Jun-09 Apr-09	Jan-11 Aug-10	Apr-11 Dec-10	Jun-11 Feb-11	Sep-11 May-11	Dec-12 Mar-13

Capital Action Plan

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Capital Projects	Cost Baseline/Forecast (millions)	Schedule Plan/Forecast							
		Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	N/A	May-12	Feb-13	Apr-13	Jul-13	Oct-13	Feb-15
 SR-91 Eastbound (EB), SR-241 to SR-71	\$104.5	Mar-05	Dec-07	Jul-07	Dec-08	Mar-09	May-09	Jul-09	Nov-10
Project J	\$57.8	Mar-05	Dec-07	Jul-07	Dec-08	May-09	Jun-09	Aug-09	Jan-11
 SR-91 EB Corridor Operations Project (SR-241 to SR-71)	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project J	TBD	Jun-23	Aug-25	TBD	TBD	TBD	TBD	TBD	TBD
91 Express Lanes to SR-241 Toll Connector	TBD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	TBD	Nov-13	Jan-20	Jun-16	Feb-25	May-25	Jul-25	Sep-25	Dec-28
 I-405, I-5 to SR-55	TBD	Dec-14	Jul-18	TBD	TBD	TBD	TBD	TBD	TBD
Project L	TBD	Dec-14	Aug-18	TBD	TBD	TBD	TBD	TBD	TBD
 I-405, SR-55 to I-605 (Design-Build)	\$2,160.0	Mar-09	Mar-13	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	Feb-24
Project K	\$2,160.0	Mar-09	May-15	Mar-14	Nov-15	Feb-16	Mar-16	Nov-16	Feb-24
I-405/SR-22 HOV Connector	\$195.9	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Aug-10	Aug-14
	\$120.8	N/A	N/A	Sep-07	Jun-09	Sep-09	Feb-10	Jun-10	Mar-15
I-405/I-605 HOV Connector	\$260.4	N/A	N/A	Sep-07	Sep-09	Mar-10	May-10	Oct-10	Jan-15
	\$172.6	N/A	N/A	Sep-07	Sep-09	Feb-10	May-10	Oct-10	Mar-15
 I-605, I-605/Katella Interchange	\$29.0	Aug-16	Nov-18	Dec-20	Mar-23	Jul-23	Nov-23	Feb-24	Nov-25
Project M	\$49.7	Aug-16	Oct-18	Dec-20	Jan-23	Oct-24	Jan-25	May-25	Jan-27
Grade Separation Projects:									
 Sand Canyon Avenue Railroad Grade Separation	\$55.6	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	May-14
Project R	\$61.9	N/A	Sep-03	Jan-04	Jul-10	Jul-10	Oct-10	Feb-11	Jan-16
 Raymond Avenue Railroad Grade Separation	\$77.2	Feb-09	Nov-09	Mar-10	Aug-12	Nov-12	Feb-13	May-13	Aug-18
Project O	\$126.2	Feb-09	Nov-09	Mar-10	Dec-12	Jul-13	Oct-13	Feb-14	May-18
 State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Dec-08	Jan-11	Jul-06	Aug-12	Nov-12	Feb-13	May-13	May-18
Project O	\$99.6	Dec-08	Apr-11	Jul-06	Feb-13	May-13	Sep-13	Feb-14	Mar-18
 Placentia Avenue Railroad Grade Separation	\$78.2	Jan-01	May-01	Jan-09	Mar-10	May-10	Mar-11	Jun-11	Nov-14
Project O	\$64.5	Jan-01	May-01	Jan-09	Jun-10	Jan-11	Mar-11	Jul-11	Dec-14
 Kraemer Boulevard Railroad Grade Separation	\$70.4	Jan-01	Sep-09	Jan-09	Jul-10	Jul-10	Apr-11	Aug-11	Oct-14
Project O	\$63.8	Jan-01	Sep-09	Feb-09	Jul-10	Jan-11	Jun-11	Sep-11	Dec-14

Capital Action Plan

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Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
 Orangethorpe Avenue Railroad Grade Separation	\$117.4	Jan-01	Sep-09	Feb-09	Dec-11	Dec-11	Feb-12	May-12	Sep-16
Project O	\$105.9	Jan-01	Sep-09	Feb-09	Oct-11	Apr-12	Sep-12	Jan-13	Oct-16
 Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Jan-01	Sep-09	Feb-09	Dec-11	Mar-12	May-12	Aug-12	May-16
Project O	\$96.6	Jan-01	Sep-09	Feb-09	Jul-11	Jun-12	Oct-12	Feb-13	Oct-16
 Lakeview Avenue Railroad Grade Separation	\$70.2	Jan-01	Sep-09	Feb-09	Oct-11	Oct-12	Feb-13	May-13	Mar-17
Project O	\$110.7	Jan-01	Sep-09	Feb-09	Jan-13	Apr-13	Sep-13	Nov-13	Jun-17
 17th Street Railroad Grade Separation	TBD	Oct-14	Jun-16	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Oct-14	Nov-17	TBD	TBD	TBD	TBD	TBD	TBD
Transit Projects:									
 Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Jan-08	Oct-08	Jan-08	Sep-08	Sep-08	Sep-08	Aug-09	Dec-11
 San Clemente Beach Trail Safety Enhancements	\$6.0	Sep-10	Jul-11	Feb-12	Apr-12	Apr-12	Jul-12	Oct-12	Jan-14
Project R	\$5.0	Sep-10	Jul-11	Feb-12	Jun-12	Jun-12	Oct-12	May-13	Mar-14
 Emergency Track Stabilization at Mile Post 206.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project R	\$23.3	N/A	N/A	N/A	N/A	N/A	Sep-22	Oct-22	Aug-23
San Juan Capistrano Passing Siding	\$25.3	Aug-11	Jan-13	Mar-15	May-16	May-16	Aug-16	Dec-16	Feb-21
	\$33.2	Aug-11	Mar-14	Mar-15	Aug-18	Aug-18	Aug-18	Mar-19	Nov-20
 OC Streetcar	\$595.8	Aug-09	Mar-12	Feb-16	Sep-17	Oct-17	Dec-17	Aug-18	Aug-25
Project S	\$595.8	Aug-09	Mar-15	Feb-16	Nov-17	Dec-17	Dec-17	Sep-18	Aug-25
Transit Security and Operation Center (TSOC)	N/A	Jun-17	Jun-20	Jun-20	Oct-23	Nov-23	Jan-24	Sep-24	Sep-26
	\$77.8	Jun-17	Jun-20	Jun-20	Mar-24	Mar-24	Mar-24	Sep-24	Mar-27
 Placentia Metrolink Station and Parking Structure	\$34.8	Jan-03	May-07	Oct-08	Jan-11	TBD	TBD	TBD	TBD
Project R	\$40.1	Jan-03	May-07	Oct-08	Feb-11	TBD	TBD	TBD	TBD
 Orange County Maintenance Facility - ON HOLD	TBD	Apr-20	Apr-22	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Apr-20	Nov-23	TBD	TBD	TBD	TBD	TBD	TBD
 Irvine Station Improvements - ON HOLD	TBD	Jan-22	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Project R	TBD	Jan-22	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Anaheim Canyon Station	\$27.9	Jan-16	Dec-16	Mar-19	May-19	May-19	Jul-19	Nov-19	Jan-23
	\$34.2	Jan-16	Jun-17	Mar-18	Oct-20	Oct-20	Oct-20	Mar-21	Jan-23
Orange Station Parking Expansion	\$33.2	Dec-09	Dec-12	Nov-10	Apr-13	Jul-16	Jul-16	Nov-16	Feb-19
	\$30.9	Dec-09	May-16	Nov-10	Apr-16	Jul-16	Jul-16	Jun-17	Feb-19

Capital Action Plan

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Capital Projects	Cost	Schedule							
	Baseline/Forecast	Plan/Forecast							
	(millions)	Begin Environmental	Complete Environmental	Begin Design	Complete Design	Construction Ready	Advertise Construction	Award Contract	Complete Construction
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	N/A	Jan-12	Dec-13	Dec-13	Jun-14	Sep-14	Mar-17
	\$4.2	N/A	N/A	Jan-12	Dec-13	Dec-13	Aug-14	Apr-15	May-19
Anaheim Regional Transportation Intermodal Center	\$227.4	Apr-09	Feb-11	Jun-09	Feb-12	Feb-12	May-12	Jul-12	Nov-14
Project R & T	\$232.2	Apr-09	Feb-12	Jun-09	May-12	May-12	May-12	Sep-12	Dec-14

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

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

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

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

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

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

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

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

Award Contract: The date the construction contract is awarded.

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

Acronyms

I-5 - Santa Ana Freeway (Interstate 5)

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

I-405 - San Diego Freeway (Interstate 405)

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

SR-57 - Orange Freeway (State Route 57)

SR-91 - Riverside Freeway (State Route 91)

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

SR-71 - Corona Freeway (State Route 71)

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

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

HOV - high-occupancy vehicle

Capital Programs Division

Fiscal Year 2024-25 Performance Metrics Through September 2024

Begin Environmental

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Environmental" milestones scheduled for fiscal year (FY) 2024-25									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Environmental

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
SR-91 Eastbound Corridor Operations Project (SR-241 to SR-71)							X		
Total Forecast/Actual	0	0	0	0	0	0	1	0	1

Begin Design

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
No "Begin Design" milestones scheduled for FY 2024-25									
Total Forecast/Actual	0	0	0	0	0	0	0	0	0

Complete Design

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	X	✓							
I-5, Yale Avenue to SR-55	X	✓							
SR-91, Acacia Street to La Palma Avenue (Segment 3)			X						
I-5, I-405 to Yale Avenue			X						
I-5, SR-73 to El Toro Road (Landscape)					X				
SR-91, La Palma Avenue to SR-55 (Segment 2)					X				
91 Express lanes to SR-241 Toll Connector					X				
Total Forecast/Actual	2	2	2	0	3	0	0	0	7

Construction Ready

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-605, I-605/Katella Interchange	X								
SR-57 NB, Orangewood Avenue to Katella Avenue					X				
I-5, Yale Avenue to SR-55					X				
I-5, I-405 to Yale Avenue							X		
SR-91, Acacia Street to La Palma Avenue (Segment 3)							X		
91 Express lanes to SR-241 Toll Connector							X		
I-5, SR-73 to El Toro Road (Landscape)							X		
Total Forecast/Actual	1	0	0	0	2	0	4	0	7

Capital Programs Division

Fiscal Year 2024-25 Performance Metrics Through September 2024

Advertise Construction

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-605, I-605/Katella Interchange			X						
Total Forecast/Actual	0	0	1	0	0	0	0	0	1

Award Contract

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
Transit Security and Operations Center (TSOC)	X	✓							
SR-91, SR-55 to Lakeview Avenue (Segment 1)			X						
I-605, I-605/Katella Interchange					X				
Total Forecast/Actual	1	1	1	0	1	0	0	0	3

Complete Construction

Project Description	FY 25 Qtr 1		FY 25 Qtr 2		FY 25 Qtr 3		FY 25 Qtr 4		FY 25 Fcst
	Fcst	Actual	Fcst	Actual	Fcst	Actual	Fcst	Actual	
I-5, Oso Parkway to Alicia Parkway			X						
I-5, SR-73 to Oso Parkway					X				
I-5, Alicia Parkway to El Toro Road					X				
Total Forecast/Actual	0	0	1	0	2	0	0	0	3

Totals	4	3	5	0	8	0	5	0	22
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Begin Environmental: The date work on the environmental clearance, project report, or preliminary engineering phase begins.

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

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

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

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

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

Award Contract: The date the construction contract is awarded.

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

Acronyms

SR-91 - Riverside Freeway (State Route 91)

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

SR-71 - Corona Freeway (State Route 71)

SR-57 - Orange Freeway (State Route 57)

I-5 - Santa Ana Freeway (Interstate 5)

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

I-405 - San Diego Freeway (Interstate 405)

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

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

X = milestone forecast in quarter

✓ = milestone accomplished in quarter



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Consultant Selection for On-Call Real Property Appraisals and Related Services

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

- A. Approve the selection of R.P. Laurain & Associates, Inc., Santolucito Doré Group, Inc., and Hennessey & Hennessey LLC as the firms to provide on call real property appraisals and related services in the aggregate amount of \$3,000,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2217 between the Orange County Transportation Authority and R.P. Laurain & Associates, Inc. as the firm to provide on call real property appraisals and related services for a five-year term.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2475 between the Orange County Transportation Authority and Hennessey & Hennessey, LLC as the firm to provide on call real property appraisals and related services for a five-year term.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2476 between the Orange County Transportation Authority and Santolucito Doré Group, Inc. as the firm to provide on call real property appraisals and related services for a five-year term.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for On-Call Real Property Appraisals and Related Services

Overview

On June 10, 2024, the Orange County Transportation Authority Board of Directors authorized the issuance of a request for proposals for consultants to provide on-call real property appraisals and related services for all future Capital Programs projects. Board of Directors' approval is requested to select the firms to perform the required work.

Recommendations

- A. Approve the selection of R.P. Laurain & Associates, Inc., Santolucito Doré Group, Inc., and Hennessey & Hennessey LLC as the firms to provide on-call real property appraisals and related services in the aggregate amount of \$3,000,000.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2217 between the Orange County Transportation Authority and R.P. Laurain & Associates, Inc. as the firm to provide on-call real property appraisals and related services for a five-year term.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2475 between the Orange County Transportation Authority and Hennessey & Hennessey, LLC as the firm to provide on-call real property appraisals and related services for a five-year term.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2476 between the Orange County Transportation Authority and Santolucito Doré Group, Inc. as the firm to provide on-call real property appraisals and related services for a five-year term.

Discussion

The Orange County Transportation Authority (OCTA) is seeking to establish a bench of consultants to provide real property appraisals and other related services necessary for public transportation projects involving roadways, highways, freeways, railroad corridors, commuter rail, transit services, land conservation for environmental mitigation, and OCTA-owned facilities. The consultants will also be required to provide additional services in such disciplines as loss of business goodwill (goodwill), furniture, fixtures, and equipment (FF&E), machinery and equipment, appraisal review, and expert witness.

The appraisal process is necessary to determine the fair market value of the properties and to ensure that all property owners are treated fairly and equitably. The appraisal process is one of the first steps necessary to initiate the real property acquisition process. Real property appraisal services will be utilized on an as-needed basis.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal, considering such factors as staffing and project organization, prior experience with similar projects, approach to work plan, as well as cost and price.

On June 10, 2024, the Board authorized the release of Request for Proposals (RFP) 4-2217 which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on June 10 and June 17, 2024. A pre-proposal conference took place on June 18, 2024, with seven attendees representing five firms. Three addenda were issued to make available the pre-proposal conference presentation and registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On July 10, 2024, 13 proposals were received. An evaluation committee consisting of staff from OCTA's Contracts Administration and Materials Management, Real Property, Capital Programs, and Project Development departments met to review the proposals. The proposals were evaluated based on the following evaluation criteria and weightings:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 30 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 20 percent |
| • Cost and Price | 25 percent |

Several factors were considered in developing the criteria weightings. Staff assigned the greatest importance to qualifications of the firm to emphasize the importance of the firm demonstrating experience in performing a variety of right-of-way (ROW) appraisal work. Staffing and project organization was assigned a weighting of 25 percent to emphasize the firms' understanding of, and experience performing real property appraisals and a variety of related appraisals. The work plan was weighted the lowest at 20 percent, as each contract task order (CTO) issued under a contract will define the specific scope of work. However, it is still important that the firms demonstrate their understanding of the work involved in potential projects. Cost and price was weighted at 25 percent to ensure hourly rates are competitive and provide value to OCTA.

The procurement sought to establish a pool of qualified firms to perform work in conformity with OCTA's Real Property Department Policies and Procedures manual and in accordance with the California Department of Transportation (Caltrans) ROW manual. Once the pool of qualified firms is established, specific work assignments will be made via the issuance of CTOs on a rotational basis, in accordance with OCTA's procurement policies and procedures.

The evaluation committee reviewed and discussed all responsive proposals based on the evaluation criteria and short-listed the five most-qualified firms listed below in alphabetical order:

Firm and Location

Epic Land Solutions, Inc. (Epic)
Headquarters: Torrance, California
Project Office: San Diego, California

Hendrickson Appraisal Company, Inc. (HAC)
Headquarters: San Diego, California
Project Office: San Diego, California

Hennessey & Hennessey, LLC (HHLLC)
Headquarters: Tustin, California
Project Office: Tustin, California

R.P. Laurain & Associates, Inc. (RPLA)
Headquarters: Long Beach, California
Project Office: Long Beach, California

Santolucito Doré Group, Inc. (SDGI)
Headquarters: Canyon Lake, California
Project Office: Canyon Lake, California

On August 14, 2024, the evaluation committee interviewed the five short-listed firms. The interviews consisted of a presentation allowing each firm to present its qualifications, highlight its personnel, and respond to the evaluation committee's questions. In general, each team's presentation addressed the requirements of the RFP, highlighted the project team's experience in working on related projects, its staffing plans, and stressed the firm's commitment to the success of the project. Each firm was asked general questions related to previous experience with appraisal work, knowledge of the Caltrans ROW manual, the qualifications and role of the firm's subconsultants, ability to complete task orders, and quality control procedures.

After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores for all five firms, which resulted in a change to the ranking.

Based on the evaluation of the written proposals and information obtained during the interviews, staff recommends HHLLC, RPLA, and SDGI as the firms to provide on-call real property appraisals and related services. These firms ranked highest amongst the proposing firms based on the teams' relevant experience in real property appraisal services for public agencies. The proposed teams are comprised of highly qualified key personnel with relevant and recent experience. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

All short-listed firms are highly qualified and have demonstrated relevant experience providing various appraisal services of similar scope for a number of public agencies. Positive references were received for all firms.

RPLA was founded in 1969 as a professional real estate appraisal services firm with a primary client base of local, state, and federal government agencies. RPLA has eight employees with an office in the City of Long Beach. The firm's recent experience includes completion of the Gerald Desmond Bridge Project with the Port of Long Beach and Caltrans that included five complex appraisal assignments that required multiple appraisal updates with additional easements. RPLA has also prepared various appraisal reports for OCTA, including

assignments impacting properties for the Orange County Flood Control District, Pacific Electric Railroad, the Interstate 5 Improvement Project, and the State Route 91 Improvement Project. These assignments included fee takings, utility easements and temporary construction easements (TCE) with various property types, such as single family, retail, office, and various open space parcels. The firm proposed to utilize two subconsultants to provide FF&E, goodwill, asset appraisals, and litigation consulting services.

HHLLC was founded in 1979 as an independent professional firm providing real estate appraisals, appraisal review, and consulting services for both government agencies and private individuals throughout California. HHLLC is an Underutilized Disadvantaged Business Enterprise and has three employees with an office in the City of Tustin. The firm's recent experience includes completion of a street abandonment and lot line adjustment project with the City of Anaheim that included 17 appraisals of different property types, including commercial, industrial, and residential use. HHLLC has also prepared various appraisal reports for OCTA, including seven partial acquisitions of six industrial properties and one residential apartment complex for the State Route 91 Improvement Project, 11 partial acquisitions of offices, retail, and industrial properties, one hotel property, and three residential apartment complexes for the State Route 55 Improvement Project. The firm proposes to utilize three subconsultants to provide real property appraisals, FF&E, goodwill, asset appraisals, and document preparation.

SDGI was founded in 2015 and provides real estate appraisal, cost estimating, alternative design analysis, full and partial acquisition appraisals and appraisal reviews, litigation support, and expert testimony services. SDGI is a registered Disadvantaged Business Enterprise, Small Business Enterprise, and Woman-Owned Business. SDGI has five employees with an office located in the City of Canyon Lake. The firm's recent experience includes the Jamboree Road and Barranca Parkway Intersection Improvement Project for the City of Irvine that included three appraisals of partial acquisitions. SDGI has worked with OCTA, serving as a subconsultant on the State Route 55 Improvement Project, where work included two appraisals of industrial buildings subject to complex partial acquisitions. SDGI has also worked on multiple projects in Silverado Canyon for the County of Orange, Office of the County Counsel, which included four appraisal reviews subject to roadway easements and TCEs for the Silverado Canyon Road Bridge Replacement Project. The firm proposes to utilize two subconsultants for goodwill and FF&E.

HAC was founded in 1986, providing specialized appraisal and consulting services to public agencies. HAC is a midsize firm with an office in the City of San Diego. The firm's recent experience includes work with OCTA on the State Route 55 Improvement Project in which HAC provided project

management and valuation services for monitoring wells. In addition, HAC performed appraisal work along the Interstate 5, which included appraisal services for seven improved properties and appraisal review services for six parcels. HAC is also currently providing on-call appraisal services for Caltrans and the San Diego Association of Governments. HAC proposed to utilize one subconsultant to provide FF&E and goodwill consulting services.

Epic was founded in 2000 as a full-service real property appraisal and ROW consulting firm. Epic has over 60 employees throughout the firm and is headquartered in the City of Torrance. Epic has performed real estate appraisal for local public agencies, utilities, design engineers, and environmental companies with a focus on the Southern California area. The firm's recent experience includes the Golden Avenue Bridge Replacement and Rehabilitation Project in the City of Placentia where four property appraisals were conducted in addition to TCEs and permanent property acquisitions. Additionally, the firm has worked on the Transit Security and Operations Center Project for OCTA, where the firm provided appraisal review services for the nearby intersection expected to be impacted by the development of Manchester Avenue in the City of Anaheim. The firm proposes to utilize two subconsultants for goodwill and FF&E.

Staffing and Project Organization

All firms proposed qualified staff and subconsultants with relevant appraisal experience.

RPLA proposed a project team experienced in providing appraisal services. The proposed project manager, who will also serve as the lead appraiser, has over 30 years of experience specializing in work for public agencies, including multi-property appraisal assignments for street widenings, grade separations, transportation corridor projects, drainage projects with resident, commercial, and special-use property types. The other primary appraiser has over 19 years of experience and has worked closely with the team providing relevant appraisal experience. The firm detailed its staffing plan and noted that it will vary dependent on the type and complexity of assignments. During the interview, the firm emphasized its understanding of the on-call nature of the work and detailed its approach to providing the required staffing and availability for each CTO assignment, including work assigned to the primary appraisers, as well as work assigned to non-key staff such as market research and clerical work.

HHLLC proposed a project team with experience providing appraisal services supported by one key personnel and a team to provide various support services for the appraisal process. The proposed project manager who is also performing as the senior appraiser has over 35 years of experience appraising real

property for numerous public agencies, including OCTA. HHLLC's proposed subconsultant has over 40 years of experience in the industry and over 20 years of experience working with HHLLC. During the interview, the firm demonstrated its understanding of the on-call nature of this work and emphasized the importance of meeting project deadlines and staying within budget. The firm detailed the role of its support team in conducting research and providing support concurrent to the appraisal process in order to remain efficient with time and resources. Additionally, the firm indicated that it will utilize its subconsultant as needed, depending on the size and timing requirements of CTO assignments.

SDGI proposed a knowledgeable project team supported by two key personnel, and three support personnel experienced in appraising and researching. The proposed project manager/principal appraiser has over 18 years of experience and the second principal appraisal has over 40 years of experience both with real estate appraisal and consultation, specializing in public agency and complex appraisal assignments. During the interview, the firm clearly demonstrated its understanding of the on-call nature of the project detailing the various methodologies the firm utilizes to manage its time and resources. Additionally, the firm emphasized its strong working relationship with its proposed subconsultants to be utilized as needed for projects that require additional staffing resources or specific expertise.

HAC proposed a project team with experience completing a variety of appraisal assignments. The proposed project manager, who is also performing as the senior appraiser, has over 18 years of experience in the appraisal industry specializing in local agency appraisals and a wide range of property types from vacant land, commercial, industrial, and residential. The firm's principal has over 38 years of experience, specializing in ROW appraisal services. During the interview, the firm noted its familiarity with the on-call nature of the project and noted that they would not propose on appraisal assignments they did not have the staffing availability to complete.

Epic proposed a team experienced in completing real property appraisal services for public agencies, comprised of two key personnel, one appraiser, and an individual providing support services, including document control and quality assurance. The proposed appraiser has over 36 years of experience, with eight years working for Epic. The senior appraisal coordinator has over 11 years of experience with five years working for Epic and is a licensed Real Estate Salesperson in California. During the interview, the team was assisted by the proposal coordinator in describing its work experience with the proposed subconsultant team and describing its three-tier quality assurance/quality control (QA/QC) practices. Additionally, as the firm is limited to one appraiser, Epic noted that it would not accept CTO assignments if it was not

feasible to deliver on time and budget and emphasized the importance of adhering to the agreement.

Work Plan

All short-listed firms met the requirements of the RFP and discussed its approach to providing real property appraisal services.

RPLA provided a comprehensive work plan that demonstrated an understanding of the appraisal process through a detailed description of the requirements necessary to successfully complete the process. RPLA included an in-depth discussion of various aspects of the appraisal process, including items such as issuing a notice of decision to appraise, the property appraisal inspection, market research program, and the review and submittal of the appraisal report. The firm discussed situations in which it would utilize valuation analysis, the sales comparison approach, the cost approach, or the income capitalization approach. Additionally, the firm addressed coordination with specialty appraisers for FF&E and goodwill if needed. During the interview, the firm discussed its recent experience performing appraisals in compliance with the Uniform Standard Professional Appraisal Practice (USPAP) and the Caltrans ROW manual the QA/QC measures utilized to ensure assignments are completed on time and within budget. Additionally, the firm answered a situational question regarding methodology for appraising a corridor with an in-depth discussion of different valuation methods.

HHLLC provided a thorough work plan that demonstrated an understanding of the appraisal process. HHLLC highlighted the steps of a typical appraisal process and included a proposed schedule. Some key steps highlighted by HHLLC included mailing a notice of decision to appraise to the parcel owner(s), providing on-site inspections, conducting market research, and the review and submittal of the appraisal report. During the interview, the firm discussed and referenced its recent experience performing appraisals in compliance with the USPAP and the Caltrans ROW manual. The firm also discussed the QA/QC measures it utilizes to review submittals, so they do not contain inconsistencies or ambiguities to ensure assignments are completed on time and within budget. Additionally, the firm answered a situational question regarding methodology for appraising a corridor with a discussion of utilizing an across the fence methodology.

SDGI provided a detailed work plan that demonstrated an understanding of the appraisal process. SDGI described the steps of a typical appraisal process and highlighted the importance of communication with OCTA's project manager and staff throughout the process. The firm emphasized the importance of capturing the highest and best use of the property to justify the appraisal and analysis of each property appraised and noted its ability to provide an accurate appraisal

report. The firm discussed its QA/QC process and indicated that all submittals will be reviewed, checked, and signed by a certified appraiser. During the interview, the firm discussed its recent experience performing appraisals in compliance with the USPAP and Caltrans ROW manual. Additionally, the firm provided examples of the project tracking sheets and binders that the firm utilizes to minimize errors and help to ensure assignments are completed on time and on budget. Additionally, the firm answered a situational question regarding the methodology for appraising a corridor and noted that most appraisal situations are not a “one size fits all” and emphasized the need to determine highest and best use to identify the most appropriate methodology to utilize.

HAC provided a detailed work plan in which it demonstrated its understanding of the appraisal process. HAC provided an overview of the different aspects required throughout the appraisal process and noted that it performs appraisals in compliance with the USPAP and the Caltrans ROW manual. The firm also provided an anticipated appraisal schedule with an eight-to-nine-week delivery timeline. During the interview, the firm briefly discussed its qualifications and highlighted a few recent projects. When responding to a question regarding its QA/QC process, the firm noted the experience and knowledge of the principal appraiser; however, it did not clearly delineate the difference in responsibilities between the appraiser and individual performing QA/QC on the same assignment.

Epic provided a summarized overview of the typical appraisal process. As a part of its workplan, Epic noted the importance of communication throughout the appraisal process with all stakeholders, including the property owners. The firm detailed coordination with its proposed subconsultants when providing goodwill and FF&E appraisal services. The firm included a sample schedule that outlined the typical time frame for a non-complex and complex real estate appraisal. During the interview, the firm discussed completing appraisal reports in accordance with the USPAP and Caltrans ROW manual, as required by the member appraisal institute designation. When asked about completing projects on time and within budget, Epic discussed splitting work between staff to remain on schedule and described its approach to developing its budget using a flat fee proposed cost; however, CTOs issued against this bench will be time and expense.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest-weighted average hourly rate and scored the other proposals' weighted average hourly rates based on the relation to the lowest-weighted average hourly rate. The recommended firms' average

fully-burdened hourly rates ranged from \$201 to \$249 and were competitive with the other shortlisted firms.

Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends award to R.P. Laurain & Associates, Inc., Santolucito Doré Group, Inc., and Hennessey & Hennessey LLC as the top-ranked firms to provide on-call real property appraisals and related services. The firms delivered comprehensive proposals that supported the firms' experience, staffing, work plan, an interview that demonstrated an understanding of the overall requirements, and competitive hourly rates.

Fiscal Impact

Funding for this work is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0017-7514-M0201-F17, and utilizes Measure M2 funds.

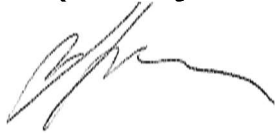
Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute agreements with R.P. Laurain & Associates, Inc., Santolucito Doré Group, Inc., and Hennessey & Hennessey LLC, as the selected firms to provide on-call real property appraisals and related services, in the aggregate amount of \$3,000,000, for a five-year term.

Attachments

- A. Review of Proposals, RFP 4-2217 On-Call Real Property Appraisals and Related Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 4-2217 On-Call Real Property Appraisals and Related Services
- C. Contract History for the Past Two Years, RFP 4-2217 On-Call Real Property Appraisals and Related Services

Prepared by:



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Review of Proposals
RFP 4-2217 On-Call Real Property Appraisals and Related Services
Presented to Regional Transportation Planning Committee - November 4, 2024
13 proposals were received, 5 firms were interviewed, 3 firms are being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	85	R.P. Laurain & Associates, Inc. Long Beach, California	Desmond, Marcello & Amster, LLC Hodges Lacey & Associates, LLC	Firm was founded in 1969 and services include appraising all types of commercial, industrial, and residential properties for large, multi-parcel infrastructure projects. Experience includes providing appraisal services for government agencies, including the Orange County Transportation Authority (OCTA), Port of Long Beach, California Department of Transportation (Caltrans), California High Speed Rail Authority (CHSRA), County of Orange, and Los Angeles County Metropolitan Transportation Authority. Proposed project manager has over 30 years of real estate appraisal experience including eminent domain studies, street widening, grade separation, freeway projects, railroad projects, relocation studies, and leasing of publicly-owned properties. Proposed project team has an average of 19 years of experience in market research and real estate appraisal. Demonstrated an understanding of the appraisal process as a whole and described the quality control/quality assurance (QC/QA) measures the firm implements for every project, including project manager involvement at every stage of the assignment. Demonstrated previous experience working with Caltrans appraisal reviewers and a thorough understanding of the Caltrans Right-of-Way (ROW) manual. Presented an in-depth technical approach and provided detailed responses to questions during the interview.	\$213
2	84	Hennessey & Hennessey, LLC Tustin, California	Easley & Associates Desmond, Marcello & Amster, LLC Hodges, Lacey & Associates, LLC Document All Stars	Firm was founded in 1979 and services include providing real estate appraisal, appraisal for eminent domain, appraisal of properties for negotiated acquisitions surplus property dispositions, appraisal review, and consulting services. Firm has experience providing appraisal services for government agencies, including OCTA, the cities of Anaheim and Santa Ana, and the Riverside County Transportation Commission. Proposed project manager has over 35 years of real property appraisal experience with an emphasis on eminent domain and litigation appraisals. Proposed project team has ten to 30 years of experience and have worked on projects of similar size and scope. Demonstrated an understanding of the appraisal process as a whole and described the QC/QA the firm implements for every project, including the use of subconsultant for proof reading. Demonstrated previous experience working with Caltrans appraisal reviewers and a thorough understanding of the Caltrans ROW manual. Presented an in-depth technical approach and provided detailed responses to questions during the interview.	\$201
2	84	Santolucito Dore Group, Inc. Encino, California	Donna Desmond Associates Hodges, Lacey & Associates, LLC	Firm was founded in 2015 and services include providing real estate appraisal and consultation services. Proposed project team has 18-40 years of experience. Firm has experience providing appraisal services for government agencies including: OCTA, City of Irvine, County of Orange, Los Angeles World Airports, and CHSRA. Proposed project manager has over 18 years of experience in real estate appraisal, specializing in public agency and complex appraisal assignments. Demonstrated an understanding of the appraisal process as a whole and described the firm's Excel Master Tracking Spreadsheet and project binder for QC/QA and to ensure projects are delivered on time. Demonstrated a thorough understanding of compliance with the Caltrans ROW manual. Presented an in-depth technical approach and provided detailed responses to questions during the interview.	\$249
3	79	Hendrickson Appraisal Company, Inc. San Diego, California	Desmond, Marcello & Amster, LLC	Firm was founded in 1986 and services include providing consultation services relating to the real estate and real property appraisals. Proposed project team has an average of 25 years of experience providing valuation services. Firm has experience providing appraisal services for government agencies, including OCTA, City of Irvine, County of Orange, and City of Anaheim. Proposed project manager has over 18 years of experience in real estate appraisal, specializing in ROW appraisal and expert witness testimonial. Other proposed staff has 38 years of experience specializing in agency appraisal and consulting. Explained the general process of completing appraisals, including typical timelines. Explained the importance of complying with Uniform Standard Professional Appraisal Practice (USPAP) guidelines. Demonstrated a thorough understanding of compliance with the Caltrans ROW manual. Proposed project manager presented in-depth technical approach and provided a general overview of the firm's QC/QA process.	\$223

Review of Proposals
RFP 4-2217 On-Call Real Property Appraisals and Related Services
Presented to Regional Transportation Planning Committee - November 4, 2024
13 proposals were received, 5 firms were interviewed, 3 firms are being recommended

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments	Weighted Average Hourly Rate
4	77	Epic Land Solutions, Inc. Riverside, California	Donna Desmond Associates Hodges, Lacey & Associates, LLC	Firm was founded in 2000 and services include providing real estate appraisal for local public agencies, utilities, design engineers, and environmental companies. Firm has experience providing appraisal services for government agencies, including OCTA, County of Orange, South Coast Water District, Orange County Water District, City of Anaheim, City of Irvine, and City of Fullerton. Proposed project manager has over 36 years of experience in the valuation of various property types. Other staff has 11 years of experience in general real estate. Provided a detailed overview of the general appraisal process, appraisal reviews, furniture, fixtures and equipment, and goodwill. Demonstrated a thorough understanding of compliance with the USPAP guidelines and the Caltrans ROW manual. The proposed project manager explained the firm's three-tier QC/QA process to ensure the accuracy and completion of each report.	\$180

Evaluation Panel: Five Members

Internal:
Contracts Administration and Materials Management (1)
Real Property (2)
Capital Programs (1)
Project Development (1)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

30%
25%
20%
25%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 4-2217 On-Call Real Property Appraisals and Related Services

R.P. Laurain & Associates, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	5.0	5.0	4.5	6	27.0
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.5	5	20.5
Work Plan	4.0	4.0	4.0	4.0	4.0	4	16.0
Cost and Price	4.24	4.24	4.24	4.24	4.24	5	21.2
Overall Score	81.2	81.2	87.2	87.2	86.7		85

Hennessey & Hennessey, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.0	4.5	4.5	4.5	6	26.4
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	5	20.0
Work Plan	4.0	4.0	3.5	4.0	4.0	4	15.6
Cost and Price	4.47	4.47	4.47	4.47	4.47	5	22.4
Overall Score	85.4	82.4	83.4	85.4	85.4		84

Santolucito Dore Group, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.5	5.0	4.5	6	26.4
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.0	5	22.0
Work Plan	4.5	4.0	4.5	4.5	4.5	4	17.6
Cost and Price	3.62	3.62	3.62	3.62	3.62	5	18.1
Overall Score	82.6	80.6	85.6	88.6	83.1		84

Hendrickson Appraisal Company, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	6	24.0
Staffing/Project Organization	4.0	4.0	4.0	4.0	3.5	5	19.5
Work Plan	4.0	3.5	4.0	4.0	4.0	4	15.6
Cost and Price	4.04	4.04	4.04	4.04	4.04	5	20.2
Overall Score	80.2	78.2	80.2	80.2	77.7		79

Epic Land Solutions, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	3.5	3.5	6	22.8
Staffing/Project Organization	3.0	3.0	3.0	3.0	3.0	5	15.0
Work Plan	3.5	4.0	3.5	3.5	3.5	4	14.4
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	78.0	80.0	78.0	75.0	75.0		77

The range of scores for the non-short-listed firms was 49-75.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 4-2217 On-Call Real Property Appraisal and Related Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
R. P. Laurain & Associates, Inc.						
Contract Type: Contract Task Order	C-9-1475	On-Call Real Property Appraisals and Related Services	November 20, 2019	March 31, 2025		\$ 144,400
Subconsultants:						
Donna Desmond Associates						
Hodges Lacey & Associates LLC						
Total						\$ 144,400
Hennessey & Hennessey, LLC						
Contract Type: Contract Task Order	C-9-1473	On-Call Real Property Appraisals and Related Services	November 20, 2019	March 31, 2025		\$ 252,645
Subconsultants:						
Desmond, Marcello & Amster, LLC						
Donna Desmond Associates						
Easley & Associates						
Hawran & Malm, LLC						
Hodges Lacey & Associates LLC						
Landmark Document Services						
Total						\$ 252,645
Santolucito Dore Group, Inc.						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
N/A						
Total						\$ -
Hendrickson Appraisal Company, Inc.						
Contract Type: Contract Task Order	C-9-0995	On-Call Real Property Appraisals and Related Services	November 20, 2019	March 31, 2025		\$ 109,635
Subconsultants:						
Crockett & Associates, Ltd.						
Donna Desmond Associates						
Total						\$ 109,635
Epic Land Solutions, Inc.						
Contract Type: Time and Expense	C-9-1613	On-Call Right-of-Way Support Services for Capital Improvement Projects	July 31, 2020	July 31, 2025		\$ 3,500,000
Subconsultants:						
Bess Testlab, Inc.						
CBRE, Inc.						
Coast Surveying						
Commonwealth Land Title Company						
Desmond, Marcello & Amster, LLC						
Diaz Yourman & Associates						
Donna Desmond Associates						
Golden State Escrow, Inc.						
Guida						
Hodges Lacey & Associates LLC						
Keith Settle & Company, Inc.						
Psomas						
Santolucito Doré Group, Inc.						
TLC Interpreting & Translation Services, LLC						
Total						\$ 3,500,000



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$3,929,113, for additional construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$157,942,113.
- B. Authorize the use of up to \$3,929,113 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Overview

On October 22, 2018, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing cooperative agreement is needed to provide additional funding for construction capital and construction support services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1960 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$3,929,113, for additional construction capital and construction support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$157,942,113.
- B. Authorize the use of up to \$3,929,113 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of projects C and D in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will add one general purpose lane in each direction on I-5 between SR-73 and El Toro Road, extend the second high-occupancy vehicle lane between Alicia Parkway and El Toro Road, re-establish auxiliary lanes, and construct new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, improve several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Construction is underway in three segments with the following project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On October 22, 2018, the Board authorized Cooperative Agreement No. C-8-1960 with Caltrans to provide the construction capital and construction support services for Segment 1, between SR-73 and Oso Parkway.

Additional capital construction funding is required due to various time delay factors that have affected the critical path within the limits of Segment 1 and extended the construction schedule. These factors include third-party impacts and the redesign and subsequent construction of Retaining Wall 748, which has added an additional 112 working days to the Project. There are also claims under negotiation and additional construction change orders that are being processed for items that include the presence of excessive ground water at freeway sign foundations, and median settlement that could increase the construction contract by up to 50 working days. Construction progress and the extent of these impacts are being monitored and managed with the intent of minimizing delays to the construction completion date.

The total construction capital funding previously approved by the Board for Segment 1 is \$128,282,000, comprised of \$15,340,000 in Local Partnership Program (LPP) funds, \$65,171,000 in State Transportation Improvement Program (STIP) funds, \$29,832,000 in Trade Corridors Improvement Fund

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway **Page 3**

(TCIF) funds, \$6,433,000 in Federal Highway Infrastructure Program funds, and \$11,506,000 in M2 funds. The total increase in the construction capital cost is proposed to be funded by \$2,573,388 in additional M2 funding. The total construction capital funding required for Segment 1 is revised from \$128,282,000 to \$130,855,388, with an increase in M2 funds from \$11,506,000 to \$14,079,388. All other fund sources will remain the same.

The construction issues and delays that have been encountered have also led to increased construction management costs. The additional work resulting from delays due to the redesign and construction of Retaining Wall 748, claims under negotiation, and additional construction change orders that are being processed have increased construction management costs and extended the duration of the construction contract. At this time, Segment 1 construction is scheduled to be completed in early 2025. Additional construction scope of work also requires increased collection, processing, maintaining of project communications and records, managing of contractor progress payments, and processing of change orders and claims.

The total construction support funding approved by the Board for Segment 1 is \$25,731,000, comprised of \$3,984,000 in Surface Transportation Block Grant (STBG) program funds, \$8,564,000 in STIP funds, \$2,902,000 in LPP funds, and \$10,281,000 in M2 funds. The additional construction support cost is proposed to be funded by an additional \$1,355,725 in local M2 funds, which will fund the consultant support services. The proposed total construction support funding will be \$27,086,725, comprised of \$3,984,000 in STBG funds, \$8,564,000 in STIP funds, \$2,902,000 in LPP funds, and \$11,636,725 in M2 funds.

This amendment will increase the total cooperative agreement value from \$153,929,000 to \$157,942,113 (Attachment A). This is Project C in the Next 10 Delivery Plan, and the use of M2 funds for this Project is consistent with the Board-approved Capital Programming Policies. The Capital Funding Program Report (Attachment B) provides summary funding information for all the freeway projects, including the programming actions that are recommended in this report.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, accounts nos. 0017-9084-FC102-06W and 0017-9085-FC102-06W, and is funded with local M2 funds.

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway **Page 4**

Summary

Board approval is requested to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-8-1960 between OCTA and Caltrans, in the amount of \$3,929,113, for additional construction capital and construction support services for the Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$157,942,113, comprised of a construction capital share of \$130,855,388 and a construction support share of \$27,086,725. Additionally, staff is requesting authorization for the use of up to \$3,929,113 in M2 funds for the Project.

Attachments

- A. California Department of Transportation, Cooperative Agreement No. C-8-1960 Fact Sheet
- B. Capital Funding Program Report

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



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

**California Department of Transportation
Cooperative Agreement No. C-8-1960 Fact Sheet**

1. October 22, 2018, Cooperative Agreement No. C-8-1960, \$133,289,000, approved by the Board of Directors (Board).
 - To define the roles and responsibilities of the California Department of Transportation (Caltrans) and Orange County Transportation Authority for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.
2. May 13, 2019, Amendment No. 1 to Cooperative Agreement No. C-8-1960, \$9,274,000, approved by the Board.
 - To increase construction funding, in the amount of \$9,274,000, to account for an increase in construction costs.
3. September 11, 2023, Amendment No. 2 to Cooperative Agreement No. C-8-1960, \$11,450,000, approved by the Board.
 - To add \$7,000,000 in Measure M2 (M2) funds for additional construction capital.
 - To add \$4,450,000 in M2 funds for additional construction support services.
4. November 12, 2024, Amendment No. 3 to Cooperative Agreement No. C-8-1960, \$3,929,113, pending Board approval.
 - To add \$2,573,388 in Measure M2 (M2) funds for additional construction capital.
 - To add \$1,355,725 in M2 funds for additional construction support services.

Total committed to Caltrans after approval of Amendment No. 3 to Cooperative Agreement No. C-8-1960: \$157,942,113.



Capital Funding Program Report

ATTACHMENT B

Pending Approval by OCTA Board of Directors - November 12, 2024

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1) ¹	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue ²	G	\$120,921	\$11,500		\$3,240					\$106,181	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$50,314	\$3,460		\$4,000					\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$108,124	\$1,770		\$5,000		\$42,566			\$30	\$58,758
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$38,315	\$17,800							\$20,515	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$23,170			\$23,170						
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$8,305			\$8,305						
State Highway Project Totals		\$4,586,238	\$523,715		\$131,132	\$333,486	\$229,097	\$119,603		\$2,104,443	\$1,144,762
Federal Funding Total		\$654,847									
State Funding Total		\$682,186									
Local Funding Total		\$3,249,205									
Total Funding (000's)		\$4,586,238									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - November 12, 2024

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - November 12, 2024

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

1. Authorize the use of up to \$3,929,113 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.

Cooperative Agreement with the California Department of Transportation for the State Route 57 Improvement Project Between Orangewood Avenue and Katella Avenue

2. Authorize the use of an additional \$47,300,000 in Measure M2 funds for the State Route 57 improvement project between Orangewood Avenue and Katella Avenue.

Acronyms:

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



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$1,355,275, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$14,541,252.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved a contract with Arcadis U.S., Incorporated, to provide construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway as part of the Interstate 5 Improvement Project between State Route 73 and El Toro Road. An amendment to the existing agreement is needed to provide additional funding for construction management support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$1,355,275, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$14,541,252.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 5 (I-5) Improvement Project between State Route 73 (SR-73) and El Toro Road (Project). The Project is part of projects C and D in the Measure M2 (M2) freeway program and is being advanced through the 2023 Updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway *Page 2*

The Project adds improvements in each direction on I-5 between Avery Parkway and Alicia Parkway, extends the second high-occupancy vehicle lane from El Toro Road to Alicia Parkway, re-establishes auxiliary lanes, and constructs new auxiliary lanes at various locations. In addition, the Project will reconstruct the Avery Parkway and La Paz Road interchanges, reconstruct the Los Alisos Boulevard overcrossing, improve several existing on- and off-ramps, and convert existing and proposed carpool lanes to continuous access.

Construction is underway in three segments with the following project limits:

- Segment 1 extends from SR-73 to south of Oso Parkway
- Segment 2 extends from south of Oso Parkway to south of Alicia Parkway
- Segment 3 extends from south of Alicia Parkway to El Toro Road

On April 8, 2019, the Board authorized Agreement No. C-8-1969 with Arcadis U.S., Incorporated, (Arcadis) to provide construction management support services for Segment 1, between SR-73 and Oso Parkway.

Additional construction management (CM) support services are required due to a variety of issues that have been encountered within the limits of Segment 1, including extending the construction contract due to time impact delays. These issues include third-party impacts and delays to redesign and subsequently construct Retaining Wall 748, which has added an additional 112 working days. There are also claims under negotiation and additional construction change orders that are being processed for items such as the presence of excessive ground water at sign foundations and median settlement that could add up to 50 working days to the construction contract.

The level of CM support services needed has also risen due to the need to process the contractor's claims, resolve and negotiate these claims, and process construction change orders, when appropriate. Additional CM support services also include the associated collection, processing, maintenance of project communications and records, and management of contractor progress payments.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. The original time and expense agreement was issued on December 1, 2019, in the amount of \$10,974,923. This agreement has been previously amended as shown in Attachment A. It has

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway *Page 3*

become necessary to amend the existing agreement to add funds for additional CM support services.

OCTA staff negotiated the required level of effort with Arcadis to provide additional CM support services. Staff found Arcadis' cost proposal, in the amount of \$1,355,275, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project manager. Proposed Amendment No. 7 to Agreement No. C-8-1969 will increase the total contract value to \$14,541,252.

Fiscal Impact

The additional funding for the Project is local M2 funds and is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0017-9085-FC102-06W.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-8-1969 between the Orange County Transportation Authority and Arcadis U.S., Incorporated, in the amount of \$1,355,275, for additional construction management support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway. This will increase the maximum obligation of the contract to \$14,541,252.

Amendment to Agreement for Construction Management Support Services for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway *Page 4*

Attachment

A. Arcadis U.S., Incorporated, Agreement No. C-8-1969 Fact Sheet

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879



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

Approved by:



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

**Arcadis U.S., Incorporated
Agreement No. C-8-1969 Fact Sheet**

1. April 8, 2019, Agreement No. C-8-1969, \$10,974,923, approved by the Board of Directors (Board).
 - Agreement was executed December 1, 2019, with Arcadis U.S., Incorporated (Arcadis) to provide construction management (CM) support services for the Interstate 5 Improvement Project between State Route 73 and Oso Parkway (Project).
2. December 9, 2020, Amendment No. 1 to Agreement No. C-8-1969, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To modify the hourly rate schedule for subconsultants Balk Biological, Inc., Dynamic Engineering Services, Inc., Ninyo and Moore, and Paleo Solutions, Inc.
 - To modify the other direct costs schedule for Ninyo and Moore.
3. August 20, 2021, Amendment No. 2 to Letter Agreement No. C-8-1969, \$0, approved by the CAMM Department.
 - To modify the hourly rate schedule for Arcadis.
4. February 25, 2022, Amendment No. 3 to Agreement No. C-8-1969, \$0, approved by the CAMM Department.
 - Modify the subconsultant name Paleo Solutions, Inc. to Stantec Consulting Services, Inc. (Stantec), due to change in ownership.
5. April 1, 2023, Amendment No. 4 to Agreement No. C-8-1969, \$0, approved by the CAMM Department.
 - To add personnel for Arcadis and subconsultant Stantec.
6. February 12, 2024, Amendment No. 5 to Agreement No. C-8-1969, \$2,211,054, approved by the Board.
 - To add additional CM support services due to various issues and increases in the construction scope of work that have impacted the construction schedule of the Project.
 - Extend the term of the agreement through December 1, 2025.

7. October 3, 2024, Amendment No. 6 to Agreement No. C-8-1969, \$0, approved by the CAMM Department.

- To add personnel for Arcadis.

8. November 12, 2024, Amendment No. 7 to Agreement No. C-8-1969, \$1,355,275, pending approval by the Board.

- To add additional CM support services due to various issues and increases in the construction scope of work that have impacted the construction schedule of the Project.

Total funds committed to Arcadis U.S., Incorporated, after approval of Amendment No. 7 to Agreement No. C-8-1969: \$14,541,252.



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,600,000, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$52,187,573.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Overview

On June 8, 2015, the Orange County Transportation Authority Board of Directors selected Jacobs Project Management Co. to provide construction management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,600,000, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$52,187,573.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project will add one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to

Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 **Page 2**

provide dual express lanes in each direction on I-405 between SR-73 and I-605, otherwise known as the 405 Express Lanes.

On June 29, 2016, OCTA entered into an agreement with Jacobs Project Management Co. (Jacobs) to provide construction management consultant (CMC) services. The CMC supplements the program management consultant (PMC) in the management of the construction phase of the design-build (DB) contract. The scope of services of the CMC includes administration of the construction contract, assuring compliance between the DB contractor's design and construction activities, performance of quality assurance inspections, which includes surveying, management of independent quality assurance testing, preparation of daily construction activity reports, and environmental mitigation monitoring. Other services include coordination and communications between the DB contractor and all other project participants, processing, collecting, and maintaining project communications and records, managing the recommendation of DB contractor progress payments, and processing of change orders and claims.

Additional CMC support is needed to ensure the DB contractor, OC 405 Partners (OC405), is compliant with the project's contract requirements, construction quality management plan, and various agency standards and permits, including Caltrans, the corridor cities, and environmental resource agencies. The following describes the specific efforts needed:

- Additional CMC efforts to coordinate with OC405 and various stakeholders, including all corridor cities and Caltrans, to track and ensure resolution of all punch list items and completion of routine maintenance of the Project, including the 405 Express Lanes by OC405, to achieve final acceptance of the Project.
- Additional CMC efforts to review the large volume of required construction quality closeout documentation for materials installed on the Project and as-built plans submitted by OC405.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for architectural and engineering services, which conform to both state and federal laws. On June 8, 2015, the Board approved an agreement with Jacobs for a term of six and a half years. The contract was issued with a maximum obligation of \$34,056,297. This agreement has been previously amended as shown in Attachment A.

Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 *Page 3*

OCTA staff and Jacobs reviewed and agreed to the level of effort for the additional CMC services. Staff found Jacobs' cost proposal, in the amount of \$2,600,000, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 15 to Agreement No. C-4-1447, in the amount of \$2,600,000, will bring the total contract value to \$52,187,573.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-9085-FK101-0DY and 0037-9018-A9510-0DY, and funded with a combination of federal, state, and local funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 15 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,600,000, for additional construction management consultant services. This will increase the maximum obligation of the agreement to a total contract value of \$52,187,573.

Attachment

A. Jacobs Project Management Co., Agreement No. C-4-1447 Fact Sheet

Prepared by:



Dennis Mak, P.E.
Program Manager
(714) 560-5826



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

Approved by:



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

**Jacobs Project Management Co.
Agreement No. C-4-1447 Fact Sheet**

1. June 8, 2015, Agreement No. C-4-1447, \$34,056,297, approved by the Board of Directors (Board).
 - Agreement was executed June 29, 2016, with Jacobs Project Management Co. (Prime) to provide construction management consulting services for the design-build Interstate 405 Improvement Project (Project).
2. August 23, 2018, Amendment No. 1 to Agreement No. C-4-1447, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To revise key personnel for Prime and subconsultants Harris & Associates and MTGL, Inc.
3. March 25, 2019, Amendment No. 2 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
4. April 1, 2019, Amendment No. 3 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise Other Direct Costs schedule for subconsultant Fountainhead Corporation.
5. August 14, 2019, Amendment No. 4 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
6. October 25, 2019, Amendment No. 5 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
 - To add new personnel for subconsultants Harris & Associates and MTGL, Inc.
7. November 14, 2019, Amendment No. 6 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.

8. February 12, 2020, Amendment No. 7 to Agreement No. C-4-1447, \$174,000, approved by the CAMM Department.
 - To add subconsultant Kizh Nation Resources Management to monitor archaeological discoveries on the Project.
9. April 2, 2020, Amendment No. 8 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.
10. May 28, 2020, Amendment No. 9 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel to subconsultant Harris & Associates.
11. September 9, 2020, Amendment No. 10 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
12. March 7, 2022, Amendment No. 11 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add personnel for Prime and subconsultants Fountainhead Corporation, MTGL, Inc., and R&B Wagner, Inc.
13. May 9, 2022, Amendment No. 12 to Agreement No. C-4-1447, \$13,584,200, approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.
 - To extend the term of the agreement by 17 months through May 31, 2024.
14. July 21, 2023, Amendment No. 13 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.

15. April 22, 2024, Amendment No. 14 to Agreement No. C-4-1447, \$1,773,118, approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.
 - To extend the term of the agreement by 13 months through June 30, 2025.
16. November 12, 2024, Amendment No. 15 to Agreement No. C-4-1447, \$2,600,000, pending approval by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.

Total funds committed to Jacobs Project Management Co., after approval of Amendment No. 15 to Agreement No.C-4-1447: \$52,187,573.



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Amendment to Agreement for Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$2,000,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$140,170,682.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Program Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Overview

On December 10, 2012, the Orange County Transportation Authority Board of Directors selected Parsons Transportation Group, Inc., to provide program management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605 for a term of six and a half years. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$2,000,000, for additional program management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$140,170,682.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, is implementing the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project will add one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and will add an additional lane in each direction that will combine with the existing high-occupancy vehicle lane to

Amendment to Agreement for Program Management Page 2
Consultant Services for the Interstate 405 Improvement Project
Between State Route 73 and Interstate 605

provide dual express lanes in each direction on I-405 between SR-73 and I-605, otherwise known as the 405 Express Lanes.

To support the project and following Board approval, on March 4, 2013, OCTA entered into an agreement with Parsons Transportation Group, Inc., (Parsons) to provide program management consultant (PMC) services to support OCTA in the implementation of the Project. These services include project management and administration, design services and preliminary project development, right-of-way (ROW) support services, a design-build (DB) procurement, contracts and third-party agreements, oversight of tolling elements for the Project, and oversight of DB construction. The services involve extensive ongoing coordination and communications between all Project stakeholders while meeting the Project schedule, cost, and administrative requirements. In addition, it was identified during the development of the project express lane system and services, which includes the planning, procurement, implementation, and oversight of the toll systems, that efficiencies and cost savings could be achieved in combining the project toll system and services with the 91 Express Lanes (91 EL) system and services. As a result, in 2017, the Parsons contract for the Project was amended to provide support for the 91 EL toll systems, operations procurement management, RFP development, implementation oversight, and post-implementation work. This Parsons' amendment will extend these services until June 2025.

Additional PMC support is needed to ensure the DB contractor, OC 405 Partners, is compliant with the Project's contract requirements, construction quality management plan, and various agency standards and permits, including Caltrans, the corridor cities, and environmental resource agencies. The following describes the specific efforts needed:

- Additional project management and administration of DB contract. Efforts include coordination with the construction management consultant, various stakeholders, including all corridor cities and Caltrans, to track and ensure resolution of all punch list items to achieve final acceptance of the Project.
- Additional ROW and surveying services for the development of relevant ROW closeout documentation to comply with Caltrans' requirements.
- Additional staff efforts to assist OCTA in support of the operations phase of the 405 Express Lanes. This will extend current staff support to continue to troubleshoot and resolve any issues that may be found in the collection, billing, and customer service system for the new express lanes.
- Parsons also provides support for the 91 Express Lanes under this agreement. This amendment includes additional staff efforts for ongoing operations and maintenance technical support for this facility.

**Amendment to Agreement for Program Management Page 3
Consultant Services for the Interstate 405 Improvement Project
Between State Route 73 and Interstate 605**

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for architectural and engineering services, which conform to both state and federal laws. On December 12, 2012, the Board approved an agreement with Parsons for a term of six and a half years to provide PMC services. The contract was issued with a maximum obligation of \$57,059,657. This agreement has been previously amended as shown in Attachment A.

OCTA staff and Parsons reviewed and agreed to the level of effort for the additional PMC services. Staff found Parsons' cost proposal, in the amount of \$2,000,000, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 37 to Agreement No. C-2-1513, in the amount of \$2,000,000, will bring the total contract value to \$140,170,682.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-9085-FK101-TZF and 0037-9018-A9510-TZF, and is funded with a combination of federal, state, and local funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-2-1513 between the Orange County Transportation Authority and Parsons Transportation Group, Inc., in the amount of \$2,000,000, for additional program management consultant services. This will increase the maximum obligation of the agreement to a total contract value of \$140,170,682.

**Amendment to Agreement for Program Management Page 4
Consultant Services for the Interstate 405 Improvement Project
Between State Route 73 and Interstate 605**

Attachment

A. Parsons Transportation Group, Inc., Agreement No. C-2-1513 Fact Sheet

Prepared by:



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Program Manager
(714) 560-5826

Approved by:



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



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

**Parsons Transportation Group, Inc.
Agreement No. C-2-1513 Fact Sheet**

1. December 10, 2012, Agreement No. C-2-1513, \$57,059,657, approved by the Board of Directors (Board).
 - Agreement was executed March 4, 2013, to provide program management consultant (PMC) services for the design-build delivery of the Interstate 405 Improvement Project (Project).
2. May 7, 2014, Amendment No. 1 to Agreement No. C-2-1513, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To revise key personnel and update hourly rate.
3. July 23, 2014, Amendment No. 2 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
 - To revise hourly rates for the prime consultant and subconsultants to list field and office hourly billing rates where applicable and additional classifications.
 - To clarify agreement terms and conditions relative to preparation and payment of invoices.
4. October 1, 2014, Amendment No. 3 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
 - To revise hourly rates for prime and subconsultants.
5. October 2, 2014, Amendment No. 4 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
 - To add Delcan Corporation (Delcan) as a subconsultant to assist with intelligent transportation systems work requirements of the Project.
6. February 9, 2015, Amendment No. 5 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
 - To revise hourly rate schedules to add personnel for subconsultants.
7. July 13, 2015, Amendment No. 6 to Agreement No. C-2-1513, \$29,981,056, approved by the Board.
 - To provide additional PMC services to support the Project preferred alternative.

- To extend the term of the agreement to July 31, 2022, to allow for completion of the expanded scope of work.
8. July 7, 2016, Amendment No. 7 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise hourly rate schedule to add and replace key personnel for the prime consultant.
9. January 17, 2017, Amendment No. 8 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise hourly rate schedules for a subconsultant.
 - To incorporate Delcan under prime consultant due to the acquisition of Delcan by prime consultant as of January 2015.
10. February 9, 2017, Amendment No. 9 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To add a subconsultant to provide scheduling services for the Project.
11. May 30, 2017, Amendment No. 10 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To modify key personnel for the prime and subconsultant HNTB Corporation.
 - To add disadvantaged business enterprise subconsultant The Alliance Group.
12. July 17, 2017, Amendment No. 11 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To update the indemnification language in the agreement regarding Parsons' support of the Transportation Innovation Finance and Innovation Act (TIFIA) loan requirements.
13. June 12, 2017, Amendment No. 12 to Agreement No. C-2-1513, \$6,000,000, approved by the Board.
- To provide additional PMC services to reduce project risks and costs associated with the right-of-way (ROW) impacts and utility relocations.
 - To provide the financial and document control systems required to support the TIFIA loan.

- To provide procurement management oversight, using a combined toll systems and operations approach for the 91 Express Lanes and 405 Express Lanes.
 - To add new subconsultant Ares Prism to provide cost management system.
 - To add new subconsultant Rosendin Electric, Inc. to provide fiber testing support for the 91 Express Lanes.
14. October 12, 2017, Amendment No. 13 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To modify key personnel and add other personnel for prime consultant and subconsultant.
15. November 16, 2017, Amendment No. 14 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To modify key personnel for prime consultant.
16. June 7, 2018, Amendment No. 15 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
17. July 30, 2018, Amendment No. 16 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To add new subconsultant Progressive Transport Solutions, LLC, for maintenance of traffic and public outreach services.
18. August 14, 2018, Amendment No. 17 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
19. October 8, 2018, Amendment No. 18 to Agreement No. C-2-1513, \$39,762,000, approved by the Board.
- To provide design-build contract compliance services.
 - To provide additional support to ensure project environmental compliance.
 - To provide additional construction management services.
 - To provide project controls and document controls services.
 - To provide value engineering studies.
 - To provide engineering support and Project stakeholder support.

- To provide toll-related engineering services for the design of the 405 Express Lanes Traffic Operations Center (TOC) and server room and tenant improvements, and 91 Express Lanes westbound toll read site.
20. January 10, 2019, Amendment No. 19 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise agreement's Exhibit D – Milestones for Release of Retention.
21. February 20, 2019, Amendment No. 20 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for subconsultants.
22. April 17, 2019, Amendment No. 21 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise schedules for personnel and other direct costs for a subconsultant.
23. June 20, 2019, Amendment No. 22 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedule for a subconsultant.
24. July 2, 2019, Amendment No. 23 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
25. September 24, 2019, Amendment No. 24 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for subconsultants.
26. November 26, 2019, Amendment No. 25 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant.
27. September 9, 2020, Amendment No. 26 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.

- To revise schedules for personnel and other direct costs for prime consultant and subconsultants.
28. November 24, 2020, Amendment No. 27 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
29. November 4, 2021, Amendment No. 28 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant.
30. May 25, 2021, Amendment No. 29 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise other direct costs schedules for subconsultants.
31. August 4, 2021, Amendment No. 30 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
32. October 6, 2021, Amendment No. 31 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
33. June 16, 2022, Amendment No. 32 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant and subconsultants.
34. August 5, 2022, Amendment No. 33 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To revise personnel schedules for prime consultant.
35. October 10, 2022, Amendment No. 34 to Agreement No. C-2-1513, \$5,367,969, approved by the Board.

- To provide additional PMC services to support the revised construction substantial completion date of October 31, 2023, and assist with Project closeout activities.
 - To assist with the implementation of the 405 Express Lanes back-office system and customer service center operations.
 - To provide additional design, plans, permits, and construction management services for necessary improvements to the former Sit n' Sleep property.
 - To provide additional design and coordination support related to the 405 Express Lanes TOC.
 - To provide additional ROW and surveying services needed for Project closeout documentation.
36. February 13, 2023, Amendment No. 35 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To modify key personnel and add other personnel for prime consultant and subconsultant.
37. February 14, 2024, Amendment No. 36 to Agreement No. C-2-1513, \$0, approved by the CAMM Department.
- To modify key personnel for prime consultant.
 - To extend the term of the agreement by 12 months, to June 30, 2025.
38. November 12, 2024, Amendment No. 37 to Agreement No. C-2-1513, \$2,000,000, pending approval of the Board.
- To provide additional PMC services to support the final contract acceptance and assist with project closeout activities.
 - To provide additional ROW and surveying services needed for project closeout documentation.

Total funds committed to Parsons Transportation Group, Inc. after approval of Amendment No. 37 to Agreement No. C-2-1513: \$140,170,682.



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.


Committee Recommendation(s)

- A. Authorize the use of an additional \$47,300,000 in Measure M2 funds for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2574 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$107,800,000, comprised of a construction capital share of \$90,000,000, and a construction management services share of \$17,800,000 for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation for construction capital and construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Recommendations

- A. Authorize the use of an additional \$47,300,000 in Measure M2 funds for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2574 between the Orange County Transportation Authority and California Department of Transportation, in the amount of \$107,800,000, comprised of a construction capital share of \$90,000,000, and a construction management services share of \$17,800,000 for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above action.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 57 (SR-57) Northbound (NB) Improvement Project between

Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue *Page 2*

Orangewood Avenue and Katella Avenue (Project). The Project is part of Project G in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will construct a missing section of the fifth NB general purpose lane from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, extend the existing NB auxiliary lane and merging length from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, and add a second lane to the NB Katella Avenue off-ramp to provide additional storage capacity and improved operations at the Katella Avenue intersection. The project requires widening the NB Orangewood Avenue undercrossing bridge, the Santa Ana River bridge, and the stadium overhead bridge that spans Douglas Road and the Anaheim Regional Transportation Intermodal Center.

On March 8, 2021, the Board authorized Cooperative Agreement No. C-1-3300 with Caltrans to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the Project. On June 12, 2023, the Board authorized Cooperative Agreement No. C-3-2577 with Caltrans to complete the Project's right-of-way acquisition.

OCTA and Caltrans are proposing to enter into a cooperative agreement to define the specific roles and funding responsibilities for each agency to provide the construction capital and construction management support services for the Project.

Bid documents for the Project are being prepared for the construction contract and are expected to be advertised by mid-2025. The total construction capital funding required for the project is \$90,000,000 in M2 funds, of which \$52,000,000 was previously approved by the Board on December 12, 2022. Funding for the Project in the previous Board item was determined at the 35 percent design completion and staff noted that final costs may differ when the project reached 100 percent design completion.

Staff is recommending that the Board approve the use of \$47,300,000 in M2 funds for the Project, \$38,000,000 for construction capital and \$9,300,000 for construction support. This is Project G in the Next 10 Delivery Plan, and the use of M2 funds for this Project is consistent with the Board-approved Capital Programming Policies. Attachment A provides the updated Capital Funding Plan which includes funding information for OCTA's freeway programs and the recommended funding changes for the Project.

Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue **Page 3**

As the implementing agency for construction of the Project, Caltrans will be responsible for the advertisement, award, approval, and administration of the construction contract. Under the proposed cooperative agreement, Caltrans and OCTA have agreed to share in the construction management support services for the Project.

Caltrans, as the construction phase implementing agency, will provide the senior resident engineer (RE), structures representative, and other field personnel, along with construction administrative support, environmental and paleontology monitoring for the Project at an estimated cost of \$8,500,000 which will be funded with federal Surface Transportation Block Grant (STBG) funds. Caltrans will draw down these federal funds directly.

OCTA will retain a consultant firm to augment Caltrans field staff with roadway and structural inspection, office engineering, materials testing, scheduling, and claims support services. OCTA's consultant will also provide a field office to house construction staff on the Project. The total estimated cost of the OCTA construction support contract is \$10,020,000. This is funded by M2 funds with the exception of \$720,000 for the consultant to provide the RE office, which is funded through the construction capital funds, as a state furnished item. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

The total construction support funding for the Project is \$17,800,000, comprised of \$8,500,000 in STBG funds and \$9,300,000 in M2 funds.

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2025-26 Budget and subsequent FYs budget, Capital Programs Division, account nos. 0017-9084-FG104-02K and 0017-9085-FG104-02K, and will be funded with a combination of federal and local funds.

Summary

Staff requests Board authorization to use \$47,300,000 in M2 funds, and approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-4-2574 between OCTA and Caltrans, in the amount of \$107,800,000, comprised of a construction capital share of \$90,000,000 and a construction management services share of \$17,800,000, for the Project.

Attachment

A. Capital Funding Program Report

Prepared by:



Niall Barrett, P.E.
Program Manager
(714) 560-5879

Approved by:



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



Capital Funding Program Report

ATTACHMENT A

Pending Approval by OCTA Board of Directors - November 12, 2024

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$205,794	\$47,473		\$5,421	\$95,338	\$11,374			\$46,188	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527							\$8,824	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1) ¹	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$22,045	\$8,359		\$2,641					\$11,045	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue ²	G	\$120,921	\$11,500		\$3,240					\$106,181	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$164,492	\$1,770		\$3,000					\$30	\$159,692
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$50,314	\$3,460		\$4,000					\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$108,124	\$1,770		\$5,000		\$42,566			\$30	\$58,758
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$38,315	\$17,800							\$20,515	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$24,228	\$23,478								\$750
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$23,170			\$23,170						
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$8,305			\$8,305						
State Highway Project Totals		\$4,586,238	\$523,715		\$131,132	\$333,486	\$229,097	\$119,603		\$2,104,443	\$1,144,762
Federal Funding Total		\$654,847									
State Funding Total		\$682,186									
Local Funding Total		\$3,249,205									
Total Funding (000's)		\$4,586,238									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - November 12, 2024

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon and Sand Canyon to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602
Federal Funding Total		\$268,099									
State Funding Total		\$563,566									
Local Funding Total		\$211,619									
Total Funding (000's)		\$1,043,284									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - November 12, 2024

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 5 Improvement Project Between State Route 73 and Oso Parkway

1. Authorize the use of up to \$3,929,113 in Measure M2 funds for the construction phase of the Interstate 5 Improvement Project between State Route 73 and Oso Parkway.

Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

2. Authorize the use of an additional \$47,300,000 in Measure M2 funds for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Acronyms:

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



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Consultant Selection for Construction Management Support Services for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2241 between the Orange County Transportation Authority and WSP USA Inc. to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Construction Management Support Services for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Overview

On July 8, 2024, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WSP USA Inc., as the firm to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2241 between the Orange County Transportation Authority and WSP USA Inc. to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 57 (SR-57) Northbound Improvement Project between Orangewood Avenue and Katella Avenue (Project). The Project is part of Project G in the Measure M2 (M2) freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2023.

The Project will extend the fifth general-purpose lane in the northbound direction on SR-57 between Orangewood Avenue and Katella Avenue, improve the northbound Katella Avenue off-ramp by providing an additional exit lane, for a total of two, reconfigure the existing Orangewood Avenue on- and off-ramps, upgrade the nonstandard median to meet existing standards, improve stopping sight distance, and re-establish the existing auxiliary lane.

The Project is in the final design and right-of-way acquisition phase. The construction contract will be advertised by Caltrans next year.

Cooperative Agreement No. C-4-2574 between Caltrans and OCTA outlines the responsibilities of both agencies for the Project and is anticipated to be considered and approved by the Board on November 12, 2024. As specified in the cooperative agreement, Caltrans will be the implementing agency responsible for advertisement, award, and administration of the construction contract. Caltrans will also provide the resident engineer and structures representative, and environmental services, along with a limited number of field personnel. OCTA will retain a construction management (CM) consultant firm to supplement Caltrans staff with structural, roadway, construction staking, office engineering, materials testing, surveying, and claims support services. OCTA's CM consultant will also provide a field office to house construction staff working on the Project. Through separate contracts, OCTA will lead the public outreach and freeway service patrol efforts.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On July 8, 2024, the Board authorized the release of Request for Proposals (RFP) 4-2241 which was issued electronically on CAMMNET. The RFP was advertised in a newspaper of general circulation on July 8 and July 15, 2024. A pre-proposal conference was held on July 17, 2024, with 38 attendees representing 21 firms. Three addenda were issued to make available the

pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On August 7, 2024, seven proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management and Capital Project Delivery departments, as well as external representatives from Caltrans, met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

In developing the criteria and weightings, several factors were considered. The firm's qualifications and experience in performing relevant work of similar scope, size, and complexity are important to the success of the Project. Staffing and project organization was assigned a weighting of 40 percent as the qualifications of the project manager and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. An equal level of importance is also assigned to the work plan to evaluate the technical approach and resource allocation for the work to ensure successful performance and timely delivery of the Project.

The evaluation committee reviewed and discussed all proposals based on the evaluation criteria and found three firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

Harris & Associates, Inc. (Harris)
Headquarters: Concord, California
Project Office: Irvine, California

T.Y. Lin International (TY Lin)
Headquarters: San Francisco, California
Project Office: Irvine, California

WSP USA, Inc. (WSP)
Headquarters: New York, New York
Project Office: Irvine, California

On September 24, 2024, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm highlighted its staffing plan, work plan, and perceived project issues. The firms were asked questions regarding the team's approach to the requirements of the scope of work, working in the Santa Ana (SA) River, coordination with various agencies, experiences with similar projects, and solutions in achieving the project goals. After considering the presentations and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for two firms. However, WSP remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends WSP as the top-ranked firm to provide CM support services for the Project. WSP presented a comprehensive proposal that was responsive to the requirements of the RFP, a highly qualified and experienced team of key personnel, a thorough understanding of the overall project requirements, and an interview with focused responses to specific questions which highlighted the firm's experience, staffing, and the technical approach to the work plan.

Qualifications of the Firm

All short-listed firms are established and qualified to perform the required services. Positive references were received for all firms.

WSP, initially founded in 1885 as Parsons Brinkerhoff, has offices nationwide and over 66,000 personnel. The firm has broad engineering experience including CM services for complex highway, bridge, and rail projects. WSP demonstrated recent and relevant experience providing CM services for freeway/roadway improvements and with structures over railroad and channel facilities. The firm's experience includes coordination with Caltrans, OCTA, and other public agencies.

Similar project experience includes serving as the prime consultant for CM/project management (PM) services for the Port of Long Beach's Gerald Desmond Bridge Replacement, CM services for the San Gabriel Valley Council of Governments' (SGVCOG) Fairway Drive Grade Separation and Lemon Avenue Interchange, and CM services for SGVCOG's SR-57/State Route 60 (SR-60) Confluence. Collectively, these projects involved freeway construction, structures construction, Caltrans coordination, and rail coordination. The firm proposed subconsultants to provide structures inspection, roadway inspection, geotechnical services, and materials testing. WSP has project experience with

both proposed subconsultants. The references provided by WSP reported that they were satisfied with the firm's performance on their projects.

Harris has offices statewide and was founded in 1974. The firm has 277 personnel. Harris specializes in CM services for public agencies, including freeway construction and structures. The firm demonstrated some recent and relevant experience on projects involving structural, highway, and rail improvements as a prime consultant and in the subconsultant role.

Harris' experience includes coordination with Caltrans, OCTA, and other public agencies. Harris performed quality verification and related services as a subconsultant on OCTA's Interstate 405 (I-405) Improvement Project, CM services as the prime consultant on OCTA's West County Connectors' East Connector Project from State Route 22 (SR-22) to I-405, and managed independent quality assurance as a joint venture prime for California High Speed Rail Authority's Belmont Avenue Grade Separation Project. The firm proposed subconsultants to provide structural inspection, critical path method scheduling, roadway inspection, field materials testing, gamma gamma log services, and pile dynamic analysis. Harris has project experience with all the proposed subconsultants. The references provided by Harris reported that they were satisfied with the firm's performance on their projects.

TY Lin was founded in 1954. The firm has over 3,400 personnel in offices across the Americas and Asia. TY Lin's specialization includes engineering and CM services. The firm demonstrated relevant CM experience including coordination with Caltrans and local agencies, although they did not demonstrate experience with a highway widening project.

TY Lin, serving as the prime consultant, performed CM and inspection services on the Riverside County Transportation Commission's (RCTC) Interstate 10 (I-10)/Jefferson Street Interchange Project, and CM and construction engineering on the City of Los Angeles' (LA) Sixth Street Viaduct Replacement over the LA River. The firm is currently providing CM services for the LA County Metropolitan Transportation Authority's Firestone Boulevard Widening from Studebaker Road to Imperial Highway Project. Collectively, these projects involve street construction, structures construction, Caltrans coordination, and rail coordination. The firm proposed subconsultants to provide roadway inspection, electrical inspection, field material testing, source inspection, cross-hole ultrasonic logging, and gamma gamma logging. TY Lin has project experience with all proposed subconsultants. The references provided by TY Lin reported that they were satisfied with the firm's performance on their projects.

Staffing and Project Organization

All short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant experience.

WSP proposed a qualified project team with each key personnel demonstrating relevant and comprehensive experience with complex freeway and bridge widening projects, including a river crossing, with extensive Caltrans coordination experience. WSP's proposed project manager (PM) has 32 years of experience with PM and resident engineer (RE) experience on similar projects, including highway improvements, raised railroad tracks, and bridge construction. Similar project experience in part includes serving as the PM on OCTA's I-5 Improvement State Route 55 (SR-55) to SR-57 Project, principal RE on OCTA's West County Connectors' West Segment Project, and principal assistant RE for OCTA's I-5 Gateway Project.

WSP's proposed senior inspector/deputy senior RE has successfully delivered projects with freeway and bridge improvements, bridge replacements, and interchange improvements for over 30 years, many as a RE with Caltrans, as well as delivering projects in partnership with OCTA. Experience relevant to the Project includes serving as RE on Caltrans' I-405 Sepulveda Pass Improvements Project in LA, RE for Caltrans' I-5 High-Occupancy Vehicle Widening Project from the Artesia Boulevard Undercrossing to North Fork Coyote Creek, and assistant RE for the San Bernardino County Transportation Authority's I-10/Cedar Interchange Project.

WSP's proposed structures inspector has 23 years of experience. Relevant experience includes serving as the RE/structures representative on RCTC's State Route 71/State Route 91 (SR-91) Interchange Project with proposed subconsultant Falcon Engineering Services, Inc. which crosses the SA River. Construction manager/RE/structures representative for RCTC's SR-60 Truck Lanes, in the cities of Beaumont and Moreno Valley including Caltrans coordination and retaining walls, and CM services for RCTC's SR-91 Corridor Operations in the City of Corona.

Harris proposed a qualified project team with CM experience. Harris' proposed PM has nearly 30 years of experience in public works and engineering. Examples of relevant experience include serving as the PM with the cities of Palm Springs and Rialto. Relevant projects as PM on behalf of the City of Palm Springs includes the I-10/Indian Canyon Drive Interchange Project, Indian Canyon Drive Widening at Whitewater River, and Indian Canyon Drive Union Pacific Railroad Bridge Replacement Project.

Harris' proposed senior inspector/deputy senior RE has 28 years of experience. Demonstrated relevant project experience includes serving as a RE on the I-405 Improvement Project, working in the capacity of an assistant PM on the OCTA's West County Connectors-East Connector SR-22 to I-405 Project, and assistant structures representative for OCTA's SR-22 Improvements Project.

Harris' proposed structures inspector has 37 years of experience including extensive structures experience. Some relevant experience includes serving as the assistant structure representative on OCTA's SR-55 Improvement Project from I-405 to I-5, assistant structure representative on OCTA's I-5 Improvement Project between Alicia Parkway and El Toro Road, and structures representative for OCTA's Lakeview Avenue Grade Separation Project.

TY Lin proposed a qualified project team with CM experience with some demonstration of projects involving Caltrans' standards. Experience with highway widening projects was not cited. The team's expertise includes experience with soundwalls, bridges, rivers, and some highway interchanges. The proposed PM has 33 years of civil engineering experience, including relevant project experience. Examples of relevant project experience includes the role of PM/RE for the City of Indio's I-10/Jefferson Street Interchange Project, PM on the City of Norwalk's Firestone Boulevard Widening Project (Firestone), the City of Jurupa's Road Grade Separation Project, and the City of LA's CM/general contractor services for the Sixth Street Viaduct Replacement Project.

The firm's proposed senior inspector/deputy senior RE has 32 years of experience, some with Caltrans as a RE. Relevant project experience includes serving as the RE/structures representative for the City of Irvine/Caltrans District 12 Venta Spur/State Route 133 Bicycle-Pedestrian Bridge and the I-5/Jeffrey Open Space Trail Pedestrian and Bicycle Bridge. Other relevant experience includes the role of RE for the City of Southgate's Interstate 710 Corridor Soundwall Project.

Two personnel were proposed for the role of structures inspector. The proposed personnel have 25 and 39 years of experience. Relevant project experience includes the role of RE/structures representative for the City of Norwalk's Firestone Bridge Replacement over the San Gabriel River Project, structures representative for the City of Irvine's Five Point Gateway-Marine Way Plaza Bridge Project, and structures representative for the Sixth Street Viaduct Project.

Work Plan

The short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

WSP presented a comprehensive and viable work plan that demonstrated an understanding of the project requirements, key risks and experience with mitigation measures, such as work with the SA River and cast-in-drilled-hole (CIDH) piles. CIDH piles are a significant project risk. Staging descriptions were detailed and prepared correctly. The stakeholders and adjacent projects were identified and mapped, describing the approach to ensure collaboration and the least impact possible with all parties. The proposal provided a thorough discussion of schedule, cost, scope, change management, and approach to claims avoidance. The firm presented an innovative approach to bridge construction by eliminating falsework in the SA River, allowing for work during the winter season. WSP presented an interview demonstrating knowledge of its proposed approach to the scope of work, and the team provided detailed responses to interview questions. The PM led the responses and efficiently directed participants to provide responses.

Harris demonstrated an understanding of the Project. The proposal included a breakdown of the key risks and challenges and proposed mitigation measures. While the discussion of evaluating CIDH piles was limited in the proposal, the team demonstrated complete understanding during the interview. The proposal demonstrated an understanding of the staging plans. The technical approach did not address challenges posed by working in the SA River, but this was discussed at the interview. The proposal provided a high-level discussion on working with stakeholders. The main components of quality assurance were addressed, along with a brief statement about addressing claims avoidance. Harris expanded on the firm's awareness and approach to project challenges at the interview, such as working in the SA River, providing detailed responses to interview questions.

TY Lin mostly demonstrated an understanding of the Project. The firm presented a detailed understanding and approach to transportation management and stakeholder engagement required for this Project, including identification of the stakeholders. A constructability review was discussed in the proposal though not required by the RFP. There was no mention of Caltrans being involved in the final inspection walk-throughs or relief of maintenance though this scope was discussed at the interview. A staging diagram was not accurate in the proposal though accurately referenced at the interview. The team's interview responses were less structured and cohesive with interjection by various members during responses.

Consultant Selection for Construction Management Support Services for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue **Page 9**

Fiscal Impact

The Project will be included in the OCTA's Fiscal Year 2025-26 Budget and subsequent fiscal years' budget, Capital Programs Division, Account No. 0017-9085-FG104-02K, and will be funded with M2 funds.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-4-2241 with WSP USA Inc., as the firm to provide construction management support services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Attachments

- A. Review of Proposals, Request for Proposals 4-2241 Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 4-2241 Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue
- C. Contract History for the Past Two Years, RFP 4-2241: Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue

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Approved by:



James G. Beil, P.E.
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Review of Proposals

Request for Proposals 4-2241 Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue

Presented to the Regional Transportation Planning Committee - November 4, 2024

7 proposals were received, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	90	WSP USA, Inc. Irvine, California	Falcon Engineering Services, Inc. Verdantas Inc.	Firm demonstrated recent, relevant experience providing construction management (CM) support services on complex highway widening projects. Qualified team, including key personnel, technical staff and subconsultants with extensive experience involving highway widening projects. Proposed project manager (PM) has 32 years of experience including serving in the same capacity for highway widening CM services. Proposed senior inspector/deputy senior resident engineer (RE) has over 30 years of experience, including with highway and bridge widening. Proposed structures inspector has over 23 years of experience, including in the same capacity on an interchange project over the Santa Ana River. Comprehensive work plan identified key issues, provided sound recommendations and solutions, with a focus on track design, environmental concerns, and community outreach. Thorough team presentation and interview with comprehensive responses to all questions. Positive references received.
2	82	Harris and Associates, Inc. Irvine, California	Bureau Veritas North America, Inc. AIX Consulting, Inc. Verdantas Inc. EarthSpectives	Firm demonstrated some recent and relevant experience providing CM support services on various projects. Qualified team, including key personnel, technical staff, and subconsultants, with relevant experience on street widening, interchange improvement, and railroad bridge replacement. Proposed PM has nearly 30 years of experience and has served as PM overseeing various projects with cities. The proposed senior inspector/deputy senior RE has 28 years of experience including as the RE on the Interstate 405 Improvement Project. The proposed structures inspector has 37 years of experience including extensive structures experience, including on OCTA projects. Work plan mostly demonstrated an understanding of the project requirements with a high level breakdown of some scope elements. Provided responses to all interview questions, expanding on the proposal information. Positive references received.
3	72	T.Y. Lin International Irvine, California	Dynamic Engineering Services, Inc. EarthSpectives Verdantas Inc. ZT Consulting Group, Inc.	Firm demonstrated relevant experience providing CM support services on street projects. Qualified team, including key personnel, technical staff, and subconsultants, with some demonstration of roles on projects involving California Department of Transportation standards. Proposed PM has 33 years of experience, including in the role of PM for interchange and boulevard widening projects. Proposed senior inspector/deputy senior RE has 32 years of experience including on bicycle and trail bridges and soundwall projects. The structures inspector is proposed as a split between personnel with 25 and 39 years of experience respectively, with collective bridge replacement experience and working over a river. Work plan mostly addressed the project requirements with some incorrect or missing information. Interview participants were not entirely cohesive with less structured responses to questions. Positive references received.

Evaluation Panel:

Contracts Administration and Materials Management (1)
Capital Project Delivery (2)
California Department of Transportation (2)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

20%
40%
40%

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED)

RFP 4-2241 Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue

WSP USA Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.0	4.5	4.5	4.5	4.5	4	17.6
Staffing/Project Organization	5.0	4.5	4.5	4.5	4.5	8	36.8
Work Plan	4.5	4.5	4.5	4.5	4.5	8	36.0
Overall Score	92	90	90	90	90		90
Harris and Associates, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	4.5	4.5	4.5	4.0	4.0	8	34.4
Work Plan	4.0	4.0	4.0	4.0	4.0	8	32.0
Overall Score	84	84	84	80	80		82
T.Y. Lin International							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	3.5	3.5	4.0	4.0	3.5	4	14.8
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	8	28.0
Work Plan	3.5	3.5	4.0	3.5	4.0	8	29.6
Overall Score	70	70	76	72	74		72
Range of scores for the non short-listed firms was 19 to 67.							

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2241: Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
WSP USA INC.	C-0-2690	Back-Office System and Customer Service Center for 405 Express Lanes	January 14, 2022	July 15, 2030		\$ 106,069,864
Subconsultants:						
None						
WSP USA INC.	C-2-2919	Construction Management Support Services for the State Route 91 Improvement Project from State Route 55 to Lakeview Avenue	December 20, 2023	February 29, 2028		\$ 7,981,069
Subconsultants:						
Coast Surveying						
Dynamic Engineering Services,						
TRC Engineers, Inc.						
Verdantas Inc., formerly Leighton Consulting, Inc.						
WSP USA INC.	C-3-2818	Pedestrian and Bicycle Modeling Support Services	January 30, 2024	December 31, 2024		\$ 50,000
Subconsultants:						
None						
WSP USA INC.	C-8-1465		June 21, 2018	March 31, 2023		\$ 600,000
Subconsultants:						
None						
Total						\$ 114,700,933
T.Y. LIN INTERNATIONAL	C-0-2073	Plans, Specifications, and Estimates for the State Route 91 Improvement Project between Acacia Street and La Palma Avenue	November 30, 2020	December 31, 2028		\$ 11,712,902
Subconsultants:						
Earth Mechanics Inc					\$ 930,519	
Guida					\$ 391,806	
ICF					\$ 241,623	
Jacobs Engineering Group Inc.					\$ 2,780,558	
Jones And Stokes					\$ 241,623	
Lynn Capouya, Inc					\$ 247,596	
T.Y. LIN INTERNATIONAL	C-2-2239	Project Study Report/Project Development Support for State Route 57 Northbound between Lambert Road to Tonner Canyon Road	March 6, 2023	February 28, 2025		\$ 770,172
Subconsultants:						
Earth Mechanics Inc					\$ 25,400	
Epic Land Solutions, Inc.					\$ 24,014	
Vandermost Consulting Services					\$ 16,719	
Verdantas Inc., Formerly Leighton Consulting, Inc.					\$ 56,475	
VRPA Technologies, Inc.					\$ 93,193	
Total						\$ 12,483,074

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 4-2241: Construction Management Support Services for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
HARRIS & ASSOCIATES	N/A	N/A	N/A	N/A	N/A	N/A
Subconsultants:						
None						
Total					\$	-



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Amendment to Agreement for Regional Modeling Traffic Operations
On-Call Support Staffing Agreement

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

This item was passed by the Members present.


Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., to exercise the second option term, in the amount of \$400,000, to continue providing regional modeling traffic operations support staffing services, effective March 1, 2025 through February 28, 2027. This will increase the maximum obligation of the agreement to a contract value of \$1,200,000.



November 4, 2024

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Regional Modeling-Traffic Operations On-Call Support Staffing Agreement

Overview

On February 8, 2021, the Orange County Transportation Authority Board of Directors approved the selection of W.G. Zimmerman Engineering, Inc. as the firm to provide on-call support staffing services for the Regional Modeling and Traffic Operations section for a two-year initial term with two, two-year option terms. The first option term approved by the Board of Directors expires on February 28, 2025. Staff is requesting approval to exercise the second option term effective March 1, 2025 through February 28, 2027.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., to exercise the second option term, in the amount of \$400,000, to continue providing regional modeling-traffic operations support staffing services, effective March 1, 2025 through February 28, 2027. This will increase the maximum obligation of the agreement to a contract value of \$1,200,000.

Discussion

The Orange County Transportation Authority (OCTA) has been designated by the local agencies to administer and lead over 15 regionally significant traffic signal synchronization projects. These projects are currently underway or in early development. Regional Modeling-Traffic Operations staff have limited resources to provide this service to local agencies in support of the Regional Traffic Signal Synchronization Program (RTSSP). When internal resources within OCTA are unavailable for performance of projects of a special or unique nature, OCTA uses external, qualified consultant services for that function.

Amendment to Agreement for Regional Modeling-Traffic Operations On-Call Support Staffing Agreement

Project management assistance is required and is requested by OCTA in support of its traffic engineering needs for the RTSSP and other transportation engineering and planning projects on an as-needed basis. On February 8, 2021, the Board of Directors (Board) approved W.G. Zimmerman Engineering, Inc. (WGZE) to provide support staff, which includes one on-site engineer and off-site support staff to provide OCTA with the flexibility of engaging and delivering simultaneous traffic signal synchronization projects to meet delivery schedules and assist staff in day-to-day tasks required as part of signal synchronization projects.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for professional and technical services. On February 8, 2021, the Board approved the award of the agreement with WGZE to provide regional modeling-traffic operations support staffing services. The original agreement was awarded on a competitive basis and includes a two-year initial term with two, two-year option terms, in the amount of \$400,000. The first option term was approved by the Board on November 14, 2022, as shown in Attachment A.

The proposed Amendment No. 2 is to exercise the second option term of the agreement for a period of two years, effective March 1, 2025 through February 28, 2027. The budget for the amendment, in the amount of \$400,000, is based on current and anticipated usage for support staffing services. The hourly rates for the second option term were originally negotiated when the agreement was established; however, the Contracts Administration and Materials Management Department was able to negotiate with WGZE to hold most of the hourly rates from the first option term through the second option term. Exercising the second option term will allow WGZE to continue providing necessary regional modeling-traffic operations support staffing services through February 28, 2027.

Fiscal Impact

Funds for this project are included in OCTA's Fiscal Year 2024-25 Budget, Account No. 0017-7519-SP001-P2U, and are funded through Measure M2.

**Amendment to Agreement for Regional Modeling-Traffic Page 3
Operations On-Call Support Staffing Agreement**

Summary

Staff is recommending the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2608 between OCTA and WGZE, in the amount of \$400,000, to continue providing regional modeling-traffic operations support staffing services, effective March 1, 2025 through February 28, 2027. This will increase the maximum obligation of the agreement to a contract value of \$1,200,000.

Attachment

A. W.G. Zimmerman Engineering, Inc., Agreement No. C-0-2608 Fact Sheet

Prepared by

:



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Director, Contracts Administration and
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Approved by:



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**W.G. Zimmerman Engineering, Inc.
Agreement No. C-0-2608 Fact Sheet**

1. February 8, 2021, Agreement No. C-0-2608, \$400,000, approved by the Board of Directors (Board).
 - Agreement for Regional Modeling-Traffic Operations staffing support services.
 - Initial term of the agreement is effective March 1, 2021 through February 28, 2023, with two, two-year option terms.
2. November 14, 2022, Amendment No. 1 to Agreement No. C-0-2608, \$400,000, approved by the Board.
 - Amendment to exercise the first option term of the agreement effective March 1, 2023 through February 28, 2025.
3. November 12, 2024, Amendment No. 2 to Agreement No. C-0-2608, \$400,000, pending approval by the Board.
 - Amendment to exercise the second option term of the agreement effective March 1, 2025 through February 28, 2027.

Total committed to W.G. Zimmerman Engineering, Inc., under Agreement No. C-0-2608: \$1,200,000.



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Active Transportation Program Biannual Update

Regional Transportation Planning Committee Meeting of November 4, 2024

Present: Directors Dumitru, Federico, Foley, Harper, Khan, and Stephens
Absent: None

Committee Vote

No action was taken on this item.

Staff Recommendation(s)

Receive and file as an information item.



November 4, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Active Transportation Program Biannual Update

Overview

The Orange County Transportation Authority coordinates regional active transportation efforts with local jurisdictions, key stakeholders, and the public. An update on recent and upcoming activities is provided.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) is engaged in regional active transportation projects, programs, and planning in Orange County (OC). These efforts support OCTA's vision for a balanced multimodal transportation system. To realize this vision, OCTA works with local jurisdictions, stakeholders, and the public to advance the development of safe, accessible, and connected bicycling, walking, and other active transportation mode networks. Updates on the Electric Bicycles (E-bike) Safety Action Plan (Plan), Next Safe Travels Education Program (Next STEP), and additional active transportation efforts are discussed below.

Discussion

E-bikes Safety Action Plan

In July 2023, OCTA began the Plan to address gaps in e-bike safety resources at local, regional, and state levels. The Plan proposes strategies to close these gaps and identifies potential funding sources to facilitate future safety initiatives and outreach efforts.

The project team conducted an inventory of available e-bike data and non-infrastructure safety resources for e-bike riders in OC. The data assessment process included identification of gaps in e-bike data, particularly collision and injury data, as well as e-bike ridership data.

The non-infrastructure inventory used a multi-step process including a survey, interviews, and a literature review. The project team distributed a survey to stakeholders across the County to assess local resources and needs. Staff received responses from 51 OC jurisdictions, law enforcement agencies, retailers, and other local stakeholders involved in e-bike safety efforts. Staff then utilized interviews with e-bike stakeholders and public input to gather deeper insights into the challenges and opportunities presented by e-bike use. Through the data and non-infrastructure analyses, the following key gaps and challenges were identified:

- Collision and injury data specific to e-bikes is limited. Currently, there is not a standard and/or dedicated e-bike coding for collisions, leaving it up to local agencies to add coding on their systems without consistency between agencies.
- While e-bike ridership is increasing, count data is limited and constrained by the difficulties in distinguishing e-bikes from pedal bicycles.
- National e-bikes sales trends show year-over-year increases in units sold, but sales data on a local and regional level are not accessible.
- Local agencies are responding to the growing e-bike use with a desire to manage safe operation by implementing ordinances; most agencies have Active Transportation Plans (ATP), but ATPs often do not specifically address e-bikes at a planning, engineering, and/or programmatic level.
- Education and encouragement efforts are not consistent countywide or within the same school district. Existing efforts include e-bike permits/registration for students, presentations from law enforcement, e-bike rodeos, and youth-focused messaging and educational campaigns.
- Enforcing safe e-bike riding behavior has been a challenge for local law enforcement due to limited resources and capacity.
- Retailers surveyed by the project team are not currently providing educational materials to customers who purchase e-bikes nor were they willing to share sales data with the OCTA project team.

Using stakeholder input, public outreach, data gap analysis, and current e-bike safety efforts and policies, the Plan recommends actions in six key goal areas: infrastructure, legislation, collisions and injuries, ridership, education/encouragement, and retail collaboration. Each goal area is accompanied by strategies and recommended actions to move towards safe e-bike use in OC.

Recommendations identified in the Plan include:

- Infrastructure: Continue to advance bikeway infrastructure, particularly protected infrastructure, which fosters safe e-bike riding.
- Legislation: Promote e-bikes as a sustainable transportation mode and encourage safe adoption of active modes.
- Collision and injuries: Build understanding of crash and risk factors, especially those that result in severe injury or fatality.
- Ridership: Understand growth trends and hot spots for e-bike use.
- Education/encouragement: Target behavior change for key groups affected by e-bike safety issues.
- Retailer collaboration: Leverage e-bike retailers for outreach and data collection.

The final E-bike Safety Action Plan will be completed and made available to stakeholders and the public by the end of 2024.

Safe Routes to School (SRTS) Program

In fall 2023, OCTA and the Orange County Health Care Agency (OCHCA) established the OC SRTS Program. The program promotes and facilitates safe walking, bicycling, and other active modes of transportation for students traveling to and from schools. OCTA's SRTS webpage offers resources such as planning tools, maps, and educational materials to assist schools and parents as well as linking to useful OCHCA resources. Additionally, the site highlights success stories that showcase local efforts to improve safe student travel across OC. OCTA and OCHCA continue to look for methods to support cities and schools to improve safe active transportation access to schools. The Next STEP, as well as a portion of the Active Transportation Education and Engagement Support events, are being completed in support of the OC SRTS Program.

Next STEP

In June 2024, OCTA, in partnership with OCHCA, launched Next STEP in support of the OC SRTS Program. Next STEP partners with local city staff and police to promote walking and bicycling education, evaluate infrastructure needs, and encourage safe travels and will be implemented in 25 eligible public elementary schools across OC. Next STEP is funded by an \$850,000 California Transportation Commission ATP grant and a \$1.25 million Southern California Association of Governments Regional Early Action Planning (SCAG REAP 2.0) grant. Using the eligibility criteria established in the SRTS Action Plan, school recruitment efforts to identify and select 25 participating schools began in September 2024. School selection takes into account active transportation safety around and near a school, how well the transportation network supports walking and bicycling to school, and community need. OCTA will highlight participating schools and activities on the project website once recruitment is complete.

Active Transportation Education and Engagement Support

The Active Transportation Education and Engagement Support project began in summer 2024. The project includes conducting a series of education, engagement, and safety activities aimed at empowering residents with the knowledge and tools to safely and confidently use bicycling and walking as a viable mode of transportation. The project team will attend community events, conduct bike rodeos, develop online education modules, and deploy mobile street team ambassadors to distribute safety materials to the public. This project is funded with a \$400,000 SCAG REAP 2.0 grant. To date, the project team has attended the following events:

- September 14, 2024: Fiestas Patrias in the City of Santa Ana
- September 21, 2024: Fourth District Supervisor Chaffee's Community Bike Ride to Raise Prostrate Cance Awareness in the City of Fullerton
- October 9, 2024: Walk to School Day at Washington Elementary School in the City of Santa Ana

OCTA staff is working with local jurisdictions and stakeholders to identify additional community events that support and provide an opportunity for active transportation engagement. The project will end in April 2026.

OC Bicycle Counts

OCTA is collecting bicycle count data from 450 locations on roads and bicycle paths across the county and updating the OCTA bicycle counts database. This data supports active transportation in the region by providing data for analysis, grant applications, and project development. Data collection took place from June 2 to June 30, 2024, and will also take place from May 1 to May 20, 2025. Counts are taken at each location on one weekday and one weekend day during the collection period. The count information includes a range of data categories such as direction of travel, sidewalk vs. street usage, electric vs. non-electric bicycles, and helmet usage. In spring 2024, OCTA created a web-based platform for local agencies to request counts at specific locations, a process which will be used again for the 2025 counts. The final 2024 bicycle count data has been incorporated into the database and is available to cities by request.

OC Connect

OCTA, in partnership with the cities of Santa Ana and Garden Grove, as well as the California Department of Transportation and Orange County Public Works, is planning a four-mile Class I shared-use path between Santa Ana Boulevard and downtown Garden Grove. As part of this effort, OCTA is undergoing the Project Approval/Environmental Document Phase that is expected to be complete by June 2025.

OCTA Coordination

E-bike Multimedia

In 2024, OCTA created three videos that use concise messaging and humor to help parents and children understand the importance of e-bike safety. The videos were promoted on four social media platforms: Facebook, Instagram, YouTube, and Twitch. Using these social media methods, the video reached 1.3 million people (the video appeared on their feed or the media they were viewing) and the video was played over 170,000 times. OCTA used a new distribution approach by purchasing advertisement time at movie theaters across the County, including the Anaheim Garden Walk 6, Century Huntington Beach and XD, Brea 22 East, Aliso Viejo 20 with IMAX, and Yorba Linda IMAX10. The videos were played over 33,000 times during movie previews and advertisement time in the theater lobby area. The videos are currently available on YouTube, Amazon, and OCTA's e-bike website <https://www.octa.net/getting-around/active/oc-bike/e-bikes/>. OCTA recently procured a new two-year contract to develop additional e-bike safety videos over the next two years.

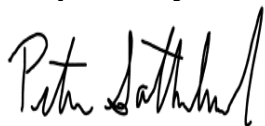
OCTA maintains an e-bike webpage to enhance public understanding of e-bike safety guidelines, benefits, and regulations. The webpage provides e-bike safety basics, rules of the road, and other safety information. OCTA also promotes local safety initiatives, such as the California Highway Patrol's e-bike training module and the OC bikeways map. Staff is also finalizing a searchable database that provides plain-language versions of all local e-bike ordinances to make it easier to understand the responsibilities of being an e-cyclist in all jurisdictions within OC.

Summary

OCTA supports efforts to improve active transportation throughout OC. This includes ongoing education, encouragement, engineering, and evaluation efforts for active transportation. Coordination and collaboration will continue between state, regional and local agencies, key stakeholders, and the public to encourage and support safer walking and bicycling in OC.

Attachment

- A. Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

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Approved by:

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Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

ATTACHMENT A

Last Update: October 1, 2024 (Not exhaustive and is subject to change)

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
	<p>A. Designated Trails. No person shall operate a bicycle on a road or trail in any designated park or recreational area except upon roads or trails designated for bicycle traffic by the director or, in the case of a private park, the consenting owner.</p> <p>B. Unsafe Operation. No person shall operate a bicycle in any designated park or recreational area in any manner that endangers any person or animal or at a speed that is greater than is reasonable or prudent, having due regard for other users and the surface, width, and grade of the road or trail, and in no event in excess of 10 miles per hour, unless a greater speed is posted.</p> <p>C. Bicycle Parking. No person shall leave a bicycle lying on its side on a road or trail in any designated park or recreational area in such a way to obstruct pedestrian, equestrian, or vehicle traffic.</p> <p>D. Helmets. No person under 18 years of age shall operate a bicycle, or ride upon a bicycle as a passenger on any road, bikeway or trail in any designated park or recreational area unless that person is wearing a properly fitted and fastened bicycle helmet. The bicycle helmet must meet the standards set forth in California Vehicle Code Section 21212. [Ord. 2010-126 § 1 (Ech. A)]</p> <p>N. Motorized Wheeled Conveyance Prohibited. No person shall operate or drive any electric or combustible motorized skateboard, scooter, electric personal assistive mobility device, as defined in California Vehicle Code Section 313 (e.g., SegwaysTM), dirt bike, mini bike, mini motor bike, mini motorcycle, go-kart, go-ped, moped, all-terrain vehicle, quad runner, dune buggy or any similar electric or combustible motorized wheeled conveyance in any designated park or recreational area. The prohibition in this subsection shall not apply to motorized wheelchairs, scooters or similar modes of personal conveyance when in operation by a disabled person.- Amended Chapter 10.06 of Title 10 and Chapter 11.10 of the municode(As of 09/21/22)</p> <p>10.06.020 Bicycles operation.</p> <p>A. Direction of Travel. Persons riding or operating a bicycle or electric bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs.</p> <p>B. Walking Bicycles. Bicycles and electric bicycles may be walked subject to all provisions of the law applicable to pedestrians.</p> <p>10.06.030 Recreational transportation on sidewalks.</p> <p>A. Riding on Sidewalks. Bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation may be ridden or operated on all sidewalks within the City at a speed not to exceed five miles per hour except as otherwise prohibited by this chapter. Motorized vehicles shall not be permitted to be ridden upon sidewalks.</p> <p>B. Nonmotorized and motorized recreational transportation, as provided in subsection (A) of this section, shall be operated at a speed that is reasonable or prudent, having due regard for weather, visibility, pedestrian and vehicular traffic, and the surface and width of the sidewalk, and in no event at a speed that endangers the safety of any person or property.</p> <p>C. Prohibitions. Notwithstanding subsection (A) of this section, bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation shall not be ridden or operated upon the following:</p> <ol style="list-style-type: none">1. Sidewalks within a commercial or business center or complex;2. Sidewalks adjacent to any public school building when school is in session;3. Sidewalks and parking lots adjacent to or within any community or recreation center when in use;4. Sidewalks adjacent to a church during services;5. Parking lots of any property owned or operated by the City; or6. Any pedestrian overcrossing or other sidewalk where prohibited by posted signs. <p>D. Public Works Director to Designate Additional Prohibitions. Notwithstanding subsection (A) of this section, the public works director, or his or her designee, may designate and declare certain portions of sidewalk where the riding or operation of bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation is prohibited.</p> <p>E. Public Works Director to Post Signs. The public works director, or his or her designee, shall erect and maintain signs adjacent to sidewalks designating limits and prohibitions authorized by this chapter.</p> <p>F. No Effect on ADA Power-Driven Mobility Devices. Notwithstanding anything to the contrary, wheelchairs and other power-driven mobility devices used as a mobility aid by a person with a disability may be ridden or operated on all sidewalks in the City at the speed of pedestrian traffic and in a manner which is safe for the user and other pedestrians.</p> <p>G. Yielding Right-of-Way. Whenever any person is riding a bicycle, electric bicycle, roller skates, roller blades, a nonmotorized or motorized scooter, a nonmotorized skateboard, electrically motorized board, electric personal assistive mobility devices, or other similar nonmotorized or motorized form of transportation, such person shall yield right-of-way to any and all pedestrians. A person riding or operating any such form of transportation shall further yield to all traffic upon entering a roadway or driveway.</p> <p>10.06.040 Skateboards, roller skates and similar pedestrian traffic.</p> <p>A. No person shall ride a nonmotorized skateboard, electric personal assistive mobility devices, roller skates, roller blades, nonmotorized scooter, or other conveyance propelled by human power other than a bicycle, or cause or permit the same to roll or coast on the roadway of any street in the city.</p> <p>B. The provisions of subsection (A) of this section shall not apply to cul-de-sacs where the length of the cul-de-sac is 500 feet or less.</p> <p>10.06.050 Pedestrian movements.</p> <p>The public works director, or his or her designee, is hereby authorized to place and maintain signs or markings to prohibit or to restrict pedestrian crossings at certain intersections.</p>				
Aliso Viejo		Similar to Bicycle Policy Chapter 10.06 Pedestrian, bicycle, and skateboard regulations of Title 10 (Streets and sidewalks)	Similar to Bicycle Policy	N/A	s3.amazonaws.com/ucplloads/attchmentspdf/1558513/2022-09-21_E-Recreration.pdf
Anaheim	<p>13.08.120 BICYCLE USES IN SPECIAL USE PARKS.</p> <p>The rules and regulations hereinafter prescribed shall govern bicycle (non-motorized) operations within Special Use Parks, as defined in subsection .010 of Section 13.08.020. With the exception of use by police and park rangers, bicycles are not allowed in any other park within the City of Anaheim.</p> <p>.010. Rules and Regulations for Bicycle Use.</p> <p>.0101. Motorized bicycles are prohibited.</p> <p>.0102. Operation of bicycles is restricted to paved and unpaved roads with a minimum width of eight feet.</p> <p>.0103. Specific facility paved and unpaved roads may be excluded from use for bicycles by written determination of the Director of Community Services, or his or her designee. Such determinations will be based upon public safety and the potential impact on natural resources. Such prohibition shall be effective upon the posting of signs at or near each entrance to such road specifying that bicycles are prohibited therefrom.</p> <p>.0104. Bicycles shall be operated at a safe speed and in a reasonable manner.</p> <p>.0105. Bicyclists must yield the right-of-way to pedestrians (walkers, hikers and/or joggers) and equestrians.</p> <p>.0106. Bicycles are permitted on designated roads and trails only.</p> <p>.0107. Bicycles are prohibited in designated "closed" areas.</p> <p>.0108. Bicycle-designated roads and trails will be posted at each park.</p> <p>.0109. Operation of bicycles is prohibited on unpaved roads and areas during wet or muddy conditions. (Ord. 5919 § 12, June 8, 2004.)</p> <p>.0110. Trail and road closures are to be determined by the Director of Community Services, or his or her designee.</p> <p>.0111. Exceptions to any of the restrictions require the approval of the Director of Community Services, or his or her designee.</p> <p>.020. Violation of any rule or regulation specified in this section shall be punishable as an infraction. (Ord. 5842 § 2, November 5, 2002.)</p>	Pending Initial Draft		N/A	https://codelibrary.amiqal.com/codes/anaheim/latest/anaheim_ca/0-0-0-61048
Brea	<p>§ 10.44.020 YIELDING THE RIGHT-OF-WAY.</p> <p>A. The driver of a motor vehicle, prior to driving over or upon any sidewalk, shall yield the right-of-way to any bicycle rider thereon.</p> <p>B. Whenever any person is riding a bicycle on a public sidewalk, such person shall yield the right-of-way to any pedestrian and, when overtaking or passing a pedestrian, shall give an audible alarm.</p> <p>(61 Code, § 5.2-1) (Ord. 550, passed - - ; Am. Ord. 604, passed - -)</p>	N/A	Motorized Scooters. Operators to have valid driver's license/permit, wear a helmet, have a braked wheel; if riding during the dark, there must be a white light in front and red light in back as well as yellow reflectors on each side; can only operate if posted speed limit is before 25MPH; if it is over 25MPH, it may only operate in Class II bike lane; can not operate on sidewalks	N/A	https://codelibrary.amiqal.com/codes/brea/latest/brea_ca/0-0-0-63645

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
Buena Park	N/A	N/A	N/A	<p>10.50.000 Impoundment authorized following chapter violation. The police department shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, and may retain possession of such bicycle until the provisions of this chapter are complied with. If such bicycle is not claimed within three months, it shall be deemed to be abandoned. A fee for impoundment and storage shall be charged, as established by resolution of the city council. (Amended during 1990 codification; prior code § 6-10)</p>	<p>https://library.pcods.us/lib/buena_park_ca/pub/city_code/itemfile_10-chapter_10_50</p>
Costa Mesa	<p>§ 4-20 Rules of the road. a) No person shall drive a motor vehicle in a bicycle lane established on a roadway pursuant to Section 21207 except as follows: 1) To park where parking is permitted. 2) To enter or leave the roadway. 3) To prepare for a turn within a distance of 200 feet from the intersection. 4) Motorized bicycles as defined by the California Vehicle Code Section 406(a) and electric bicycles as defined in § 4- 22(b) are permitted in a bicycle lane, at a speed no greater than is reasonable or prudent, and in a manner that does not endanger the safety of other bicyclists or the rider. b) Whenever a bicycle lane has been established on a roadway pursuant to § 4- 23, any person riding a bicycle upon the roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride within the bicycle lane, except that the person may move out of the lane under any of the following situations: 1) When overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if the overtaking and passing cannot be done safely within the lane. 2) When preparing for a left turn at an intersection or into a private road or driveway. 3) When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue in the bicycle lane. 4) When approaching a place where a right turn is authorized. c) No person riding a bicycle shall leave a bicycle lane until the movement can be made with reasonable safety and then only after giving an appropriate signal in the event that any vehicle may be affected by the movement. d) Any person riding a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right hand curb or edge of the roadway except under any of the following situations: 1) When overtaking and passing another bicycle or vehicle proceeding in the same direction. 2) When preparing for a left turn at an intersection or into a private road or driveway. 3) When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to the provisions of Section 21656 of the California Vehicle Code. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane. 4) When approaching a place where a right turn is authorized. 5) When the roadway carries traffic in one direction and has two or more marked traffic lanes, then the person may ride as near the left-hand curb or edge of that roadway as practicable. e) No person shall ride a bicycle in a manner or at an unreasonable speed upon a roadway or sidewalk which endangers the safety of pedestrians, the rider, other cyclists, motorists or property. Bicycle riders will ride in a manner and at speeds that are reasonable and prudent having due regard for weather, visibility, traffic conditions, and the surface and width of the roadway or sidewalk. f) Any person riding a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian, and when overtaking and passing a pedestrian, shall give an audible signal and shall pass to the left of the pedestrian only under conditions permitting such movement in safety. For the purpose of this section, Class I Multipurpose Trails shall be considered sidewalks. g) A person riding a bicycle upon a roadway or Class I Multipurpose Trail has all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, and except those provisions applicable to a driver of a vehicle which by their very nature can have no application to the rider of a bicycle. h) All persons riding a bicycle shall yield the right of way to pedestrians, other cyclists, and vehicles in the following situations: 1) When entering a roadway or sidewalk from private property; including but not limited to an alley, driveway and residential or commercial property. 2) When entering a roadway from a sidewalk or Class I Multipurpose Trail i) A person operating a bicycle upon a highway shall not ride other than upon or astride a permanent and regular seat attached thereto, unless the bicycle was designed by the manufacturer to be ridden without a seat. An operator shall not allow a person riding as a passenger, and a person shall not ride as a passenger, on a bicycle upon a highway other than upon or astride a separate seat attached thereto. If the passenger is four years of age or younger, or weighs 40 pounds or less, the seat shall have adequate provision for retaining the passenger in place and for protecting the passenger from the moving parts of the bicycle.</p>	<p>Same as § 4- 20 Rules of the road. (a-d) Motorized bicycles as defined by the California Vehicle Code Section 406(a) and electric bicycles as defined in § 4- 22(b) are permitted in a bicycle lane, at a speed no greater than is reasonable or prudent, and in a manner that does not endanger the safety of other bicyclists or the rider.</p>	N/A	<p>4-10. Bicycles in violation of chapter, impounding fee. The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, or Division 16.7, commencing with section 3900 of the California Vehicle Code, and may retain possession on such bicycle until the provisions of this chapter are complied with. Bicycles which remain impounded pursuant to this section for longer than a ninety-day period may be sold at auction in accordance with laws governing the disposal of abandoned property generally. (Ord. No. 77-10, § 2, 3-21-77)</p> <p>4-11. Violation: penalty. The violation of any of the provisions of this chapter shall be deemed to be an infraction and shall be subject to a punishment by a fine not to exceed five dollars (\$5.00) for each offense. (Ord. No. 77-10, § 2, 3-21-77)</p>	<p>http://pcods060.com/42610562?highlight=bicycle+bicycles&searchId=11384955624708307442610562</p>
Cypress	<p>Sec. 4-2 Bicycle licensing required. On and after July 1, 1975, no person residing in this city shall ride or propel any bicycle upon any public street, sidewalk, alley, bicycle lane or path, or any other public property, or, have in his possession any bicycle which has not been licensed and for which the appropriate license fee has not been paid or which does not bear a bicycle plate as required by the provisions of this chapter. Those licenses in effect as of this date and issued prior to January 1, 1975, shall remain valid until January 1, 1978.</p>	N/A	N/A	<p>4-10. Bicycles in violation of chapter, impounding fee. The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, or Division 16.7, commencing with section 3900 of the California Vehicle Code, and may retain possession on such bicycle until the provisions of this chapter are complied with. Bicycles which remain impounded pursuant to this section for longer than a ninety-day period may be sold at auction in accordance with laws governing the disposal of abandoned property generally. (Ord. No. 77-10, § 2, 3-21-77)</p> <p>4-11. Violation: penalty. The violation of any of the provisions of this chapter shall be deemed to be an infraction and shall be subject to a punishment by a fine not to exceed five dollars (\$5.00) for each offense. (Ord. No. 77-10, § 2, 3-21-77)</p> <p>4-11. Violation: penalty. The violation of any of the provisions of this chapter shall be deemed to be an infraction and shall be subject to a punishment by a fine not to exceed five dollars (\$5.00) for each offense. (Ord. No. 77-10, § 2, 3-21-77)</p> <p>Sec. 4-12. Enforcement. The chief of police and his representatives and the licensing agent shall herewith be granted all authority to enforce and carry out the provisions of this chapter pursuant to the provisions included in the California Vehicle Code and all other laws of the State of California.</p>	<p>https://library.pcods.us/lib/cypress_ca/pub/city_code/item/chapter_4</p>
Dana Point	<p>13.04.130 Bicycles, Skateboards, Rollerblades and Similar Items. It is unlawful for any person to bicycle, skateboard, rollerblade or use a similar item of any type on tennis courts, handball courts, ball diamonds, patios, porches, play apparatus areas, and all other areas which are not designed or customarily used for such a purpose. A bicyclist shall be permitted to wheel or push a bicycle by hand over any grassy area or path reserved for pedestrian use. It is unlawful for any person to bicycle, skateboard, rollerblade, or use a similar item of any type on the trails or on any other area of Hilltop Park, Harbor Point Park, South Strand Southwest Trail, Strand Beach Park including the reveiment trail, MidCentral Strand Access Trails, the Funicular Beach Access and the Center for Natural Lands Management Dana Point Preserve. It is unlawful for any person to bicycle, skateboard, rollerblade, use motorized or electric bikes or scooters, or use a similar item within City parks, trails, sidewalks, tennis courts, handball courts, ball diamond, patios, porches, play apparatus areas, and all other areas which are not designed or customarily used for such a purpose. A bicyclist shall be permitted to wheel or push a bicycle by hand over any grassy area, sidewalk or path reserved for pedestrian use. It is also unlawful for any person to bicycle, skateboard, rollerblade, -or use motorized or electric bikes or scooters, or use a similar item of any type in any city park or city facility, unless expressly authorized by the City Manager or designee. (Ord. 94-12, 8/23/94, amended by Ord. 06-07, 9/13/96, Ord. 08-05, 5/11/08, Ord. 10-03, 3/22/10)</p>	No specific rules related to Ebikes, therefore regulations are the same as traditional bicycles.	N/A	N/A	<p>http://pcods.us/codes/targetpoint/?view=edit&doc</p>

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
Fountain Valley	<p>10.64.030 License receipt/bicycle plate—license. At the time that any person licenses a bicycle and pays the appropriate license fee in accordance with the provisions of this chapter, the licensing agency or agent shall provide said person with a license receipt bearing the owner's name, address, telephone number, bicycle plate number, the bicycle manufacturer, type and frame number, and any other descriptive material concerning the bicycle deemed necessary by the licensing agency, together with information for the transfer of ownership of the bicycle. In addition, also at the time of licensing, the bicycle owner shall be issued his permanent bicycle plate bearing the unique number permanently assigned to that bicycle by the State Department of Motor Vehicles. The bicycle license shall remain in effect for the period designated by the Department of Motor Vehicles in accordance with Section 39001 of the Vehicle Code. (Ord. 756 § 2, 1975)</p>	<p><u>Proposed:</u> <u>Amendment to Section 10.64.010.</u> "Electric bicycler" is a bicycle is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts as defined by California Vehicle Code Section 312.5(a). <u>PVMC 10.64.065 Electrical Bicycle Operation.</u> (a) No person shall ride a conventional bicycle, electric bicycle, moped, motor-driven cycle, electric motorcycle, pocket bike, or any other electric conveyance not previously named in an unsafe manner on any publicly owned property, including but not limited to a public roadway, highway, sidewalk, park, nor any private property open to the public. (1) "Unsafe manner" means any act or acts in violation of the Fountain Valley Municipal Code, California Vehicle Code, or other existing law. An "unsafe manner" can also be defined as operating the conveyance in such a way as to constitute a danger to the operator, a passenger, other motorists, other riders, or pedestrians in the area. (2) Examples of riding in an unsafe manner may include, but are not limited to, the following actions: (A) Riding on a sidewalk without due caution for pedestrians. (B) Riding on a sidewalk, highway, bicycle path, or bicycle lane against the flow of traffic. (C) Not yielding to vehicles or pedestrians when required to by the California Vehicle Code. (D) Intentionally swerving or riding around stopped or slowed traffic. (E) Operating a conveyance in a manner it was not designed for, including carrying passengers when not designed for carrying passengers, or standing on the seat of the bicycle. (F) Not obeying posted signs. (G) A person under the age of 16 riding without a properly fitted and fastened helmet. (H) Intentionally lifting one or more wheels into the air while riding on a highway, sidewalk, bicycle lane, or bicycle path. It is not a violation of this section if one or more wheels loses contact with the ground briefly due to the condition of the road surface or other circumstances beyond the control of the rider. (I) Riding on a bicycle path, bicycle lane, or sidewalk at a speed greater than is reasonable or prudent under the existing conditions, or at a speed which endangers the safety of persons or property.</p> <p><u>Amendment to Section 12.08.100.</u> (a) No person shall operate, drive, or ride any automobile, truck, motorcycle, motor scooter, motorized bicycle, go-cart, electric bicycle, moped, motor-driven cycle, pocket bike, or any other motorized or electric conveyance, or any other vehicle at any time in any park except in designated areas. The provisions of this section shall not apply to city vehicles nor to authorized commercial delivery vehicles. No person shall ride or use a bicycle, skateboard or roller skates upon any tennis, handball, basketball, shuffleboard or multipurpose court.</p>	N/A	<p><u>10.64.100 Bicycles in violation of chapter—impoundment.</u> The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, and may retain possession of such bicycle until the provisions of this chapter are complied with. (Ord. 756 § 2, 1975)</p> <p><u>10.64.110 Violation—Penalty.</u> The violation of any of the provisions of this chapter is an infraction and shall be subject to punishment by a fine not to exceed five dollars. (Ord. 756 § 2, 1975)</p> <p><u>10.64.120 Enforcement.</u> The chief of police and his designated representatives shall enforce and carry out the provisions of this chapter pursuant to the provisions included in the California Vehicle Code and all other laws of the state. (Ord. 756 § 2, 1975)</p>	<p>https://library.qcodo.us/h/fountain_valley_ca/pub/municipal_code/item/title_10_chapter_10_64</p>
Fullerton	<p><u>12.140 Bicycles.</u> No person in a park shall: A. Ride a bicycle on other than a paved vehicular road or path designated for that purpose. A bicyclist shall be permitted to wheel or push a bicycle by hand over any grassy area or wooded trail or any paved area reserved for pedestrian use; B. Ride a bicycle other than on the right-hand side of the road paving as close as conditions permit, and bicycles shall be kept in single file when two or more are operating as a group. Bicyclists shall at all times operate their machines with responsible regard to the safety of others, signal all turns, pass to the right of any vehicle they are overtaking, and pass to the right of any vehicle they may be meeting; C. Ride any other person on a bicycle; D. Leave a bicycle in a place other than a bicycle rack when such is provided and there is a space available; E. Leave a bicycle lying on the ground or paving, or set against trees, or in any place or position where other persons may trip over or be injured by them; F. Ride a bicycle on any road between thirty minutes after sunset or before thirty minutes before sunrise without an attached headlight plainly visible at least two hundred feet in front of, and without a red taillight or red reflector plainly visible from at least two hundred feet from the rear of such bicycle; G. Notwithstanding the foregoing provisions of this section, when signs are erected giving notice thereof, no person shall ride a bicycle in Ametage Park or in such other parks in the city as the City Council shall from time to time designate by resolution. It shall be the duty of the City Traffic Engineer to place and maintain such signs at each and every park as designated by ordinance or resolution of the City Council.</p>	N/A	N/A	N/A	<p>https://codeofcity.fullertonca.gov/codes/fullertoncitycode/fullerton_ca0-0-0-0563</p>
Garden Grove	<p><u>10.16.050 Application to Bicycle or Animal Bicycles.</u> Every person riding a bicycle, or riding, or driving an animal upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except those provisions that by their very nature can have no application. (2804 § 1, 2011; prior code § 311)</p>	<p><u>§ 10.30.030 Prohibited Operations.</u> A. No person shall operate a motorcycle or motor-driven cycle other than a publicly owned motorcycle or motor-driven cycle upon any public sidewalk, walkway, parkway, or in any public park unless otherwise permitted, or recreational area or upon any other publicly owned property, except highways, within the City. This shall not be construed to prohibit the operation of a motorcycle or motor-driven cycle having a valid California vehicle registration by any person possessing a valid California operator's license upon the public highways in the City. B. No person shall operate a motorcycle or motor-driven cycle, other than a publicly owned motorcycle or motor-driven cycle, upon any unimproved parcel of real property within the City except as set forth in Section 10.75.040. (1263 § 1, 1972; 2804 § 1, 2011)</p> <p><u>§ 10.80.040 Exceptions.</u> Any person desiring to operate a motorcycle or motor-driven cycle, and any owner of private property desiring to allow a person or persons to operate a motorcycle or motor-driven cycle on his or her private property, may do so upon first obtaining a permit from the Police Chief of the City. Permits shall be issued upon his or her determination that: A. The owner or owners of said real property concerned, or the person or persons in lawful possession thereof, have consented in writing to the proposed operation. B. That the City Fire Marshal has certified that such proposed operation will not create any undue fire hazard by reason of the nature of the vehicle and its proposed operation or by reason of the nature of the property concerned. C. That such operation is of sufficient distance from occupied residences, churches, assembly halls, or schools, as to likely not constitute a noise, dust, or fumes nuisance. (1263 § 1, 1972; 2804 § 1, 2011)</p>	N/A	N/A	<p>http://code.us/codes/gardengrove/</p>

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
Huntington Beach	10.84.160 Riding on Sidewalks No person shall ride a bicycle upon a sidewalk within any business district, or upon the sidewalk adjacent to any public school building, church, recreation center, playground or over any pedestrian right-of-way, or within any crosswalk. (22-8/09, 322-1/29, 1784-12/72, 1913-5/74, 2270-3/76) 10.84.170 Yielding Right-of-Way Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian, and when overtaking and passing a pedestrian shall give an audible signal. A person riding a bicycle of a sidewalk and onto a roadway shall yield to all traffic on the roadway. (22-8/09, 1784-12/72, 1913-5/74) 10.84.180 Riding in Groups Persons operating bicycles on a bicycle lane or path shall not ride more than two abreast. (1784-12/72, 1913-5/74) 10.84.200 Bicycles on Pier No person shall ride a bicycle or any similar type vehicle on the municipal pier. Bicycles or similar type vehicles may be walked or pushed on the pier. (344-10/31, 554-12/49, 1784-12/72, 1913-5/74, 3185-5/93) 10.84.210 Bicycle Lanes and Paths Established The City Council establishes those bicycle lanes and paths as designated on the Preliminary Plan; Trails Element to the Master Plan of the City of Huntington Beach, and as such Preliminary Plan; Trails Element to the Master Plan may be amended hereafter from time to time. (1784-12/72, 1913-5/74) 10.84.220 Impounding Establishment of Bicycle Lanes and Paths The City Manager is authorized, empowered and directed to implement the establishment of the bicycle lanes and paths, as designated on the Preliminary Plan; Trails Element to the Master Plan of the City of Huntington Beach, and as such Preliminary Plan; Trails Element to the Master Plan may be amended hereafter from time to time. (1913-5/74) 10.84.230 Bicycle Lane—Definition and Function of Signs A. The Traffic Engineer is authorized to erect or place signs upon any street or adjacent to any street in the City indicating the existence of a bicycle lane or path, and otherwise regulating the operation and use of vehicles and bicycles with respect thereto. When such signs are in place, no person shall disobey same. B. The bicycle lane shall be designated on such street by a six-inch wide reflectorized white line. (1913-5/74, 2175-4/77) 10.84.250 Direction of Travel No person shall ride or operate a bicycle within a bicycle lane or path in any direction except that permitted vehicular traffic traveling on the same side of the roadway; provided that bicycles may proceed either way along a lane or path where arrows appear on the surface of the lane designating two-way traffic. (1913-5/74) 10.84.260 Walking Bicycles Bicycles may be walked subject to all provisions of law applicable to pedestrians. (1913-5/74) 10.84.270 Vehicular Traffic in Bicycle Lanes or Paths No person shall park a motor vehicle across or on a bicycle path or lane except to obtain emergency parking where signs are posted prohibiting such parking. No person shall drive a motor vehicle across a bicycle lane except after giving the right-of-way to all bicycles operated within the lane. No motor vehicle, motorized bicycle, motor-driven cycle, or motorcycle may be operated on a bicycle path or sidewalk. (1913-5/74, 2059-6/76, 2148-1/77, 2175-3/77) Sec. 4-7-201 - Applicability of Traffic Laws. Every person riding a bicycle upon a street or sidewalk shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of the State pertaining to the rules of the road, or by the terms of this Code or other ordinances of this City applicable to the driver of a vehicle, except as to those provisions which by their nature can have no application to bicycles, and except as otherwise provided in this division. (Code 1976, § IV.F-201; Ord. No. 192, 5-10-77) Sec. 4-7-202 - Obedience to Traffic Control Devices. It shall be unlawful for any person operating a bicycle to fail to obey the instructions of official traffic-control signs and other traffic-control devices applicable to vehicles or bicycles, unless otherwise directed by a police officer. (Code 1976, § IV.F-202; Ord. No. 192, 5-10-77) Sec. 4-7-203 - Method of riding against the flow. No person operating a bicycle shall allow more persons at one time than the number for which the bicycle is designed and equipped. (Code 1976, § IV.F-203; Ord. No. 192, 5-10-77) Sec. 4-7-204 - Riding on roadways and bicycle lanes. A. Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at such time shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations: 1. When overtaking and passing another bicycle or vehicle proceeding in the same direction. 2. When preparing for a left turn at an intersection or into a private road or driveway. 3. When reasonably necessary to avoid conditions (including, but not limited to, need or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb or edge, subject to which lane "is a lane that is too narrow for a bicycle and a vehicle to travel safely side-by-side within the lane." B. Any person operating a bicycle upon a roadway of a highway, which highway carries traffic in one direction only and has two or more marked traffic lanes, may ride as near the left-hand curb or edge of such roadway as practicable. C. Persons riding bicycles upon a roadway or bike lane shall not ride more than two abreast. (Code 1976, § IV.F-204; Ord. No. 192, 5-10-77) Sec. 4-7-205 - Speed. No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing, and in no event at a speed which endangers the safety of persons or property. (Code 1976, § IV.F-205; Ord. No. 192, 5-10-77) Sec. 4-7-207 - Exemption from certain rules of roadway bicycle path use. The operation of a bicycle emerging from an alley, driveway, bicycle path, building or otherwise approaching upon a sidewalk or sidewalk area shall yield the right-of-way to all pedestrians on such sidewalk or sidewalk area, and upon entering a bicycle lane or roadway, shall yield the right-of-way to all vehicles or bicycles on the roadway. (Code 1976, § IV.F-206; Ord. No. 192, 5-10-77) Sec. 4-7-208 - Leaving bicycle lane. A. Whenever a bicycle lane has been established, any person operating a bicycle upon the roadway at a speed of less than the normal speed of traffic moving in the same direction shall ride within the bicycle lane, except that such person may move out of the lane under any of the following situations: 1. When overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if such overtaking and passing cannot be done safely within the lane. 2. When preparing for a left turn at an intersection or into a private road or driveway. 3. When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions. 4. When approaching a place where a right turn is authorized. B. No person operating a bicycle within a bicycle lane shall leave such lane until movement can be made with reasonable safety, and then only after giving the appropriate signal in the manner provided in Vehicle Code div. 11, ch. 6 (Vehicle Code § 22100 et seq.) in the event that any vehicle may be affected by the movement. (Code 1976, § IV.F-207; Ord. No. 192, 5-10-77) Sec. 4-7-209 - Parking. No person shall leave a bicycle lying on its side on any sidewalk, nor shall park a bicycle upon the public right-of-way or the sidewalk rack to support the bicycle or against a building or at a curb, except in such a manner as to afford the least obstruction to pedestrian traffic. Where appropriate signs are erected, no person shall park a bicycle in a public highway in the areas designated by appropriate signs. (Code 1976, § IV.F-208; Ord. No. 192, 5-10-77) Sec. 4-7-210 - Riding on sidewalks, playgrounds, etc. A. Riding of bicycles on any sidewalk or roadway is permitted unless prohibited by appropriate signs authorized pursuant to the terms of this division. B. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing pedestrians. C. No person shall ride or operate a bicycle upon any playground, park or school ground not designated as a bicycle path or route, where children are playing, without first having secured the permission of the persons having supervision of the playground, park or school ground. (Code 1976, § IV.F-209; Ord. No. 192, 5-10-77)	§ 10.84.160 Riding a Bicycle or Similar Conveyance in an Unsafe Manner. No person shall ride a conventional bicycle, electric bicycle, moped, motor-driven cycle, electric motorcycle, pocket bike, or any other electric conveyance not previously named in an unsafe manner on a public roadway, highway, sidewalk, park, or private property open to the public. A. "Unsafe manner" means a rider violating any existing Huntington Beach Municipal Code, California Vehicle Code, or other existing law. An "unsafe manner" can also be defined as operating the conveyance in such a way as to constitute a danger to the operator, a passenger, other motorists, other riders, or pedestrians in the area. B. Examples of riding in an unsafe manner may include, but are not limited to, the following actions: 1. Riding on a sidewalk without due caution for pedestrians. 2. Riding on a sidewalk, highway, bicycle path, or bicycle lane against the flow of traffic. 3. Not yielding to vehicles or pedestrians when required to by the California Vehicle Code. 4. Intentionally swerving or riding around stopped or slowed traffic. 5. Operating a conveyance in a manner it was not designed for, including carrying passengers when not designed for carrying passengers. 6. Not obeying posted signs. 7. A person under the age of 18 riding without a properly fitted and fastened helmet. 8. Intentionally lifting one or more wheels into the air while riding on a highway, sidewalk, bicycle lane, or bicycle path. 9. Riding on a bicycle path, bicycle lane, or sidewalk at a speed greater than 25 mph or any speed greater than is reasonable or prudent under the conditions then existing, or at a speed which endangers the safety of persons or property.	10.84.275 Motorized Scooter For the purpose of this chapter, a motorized scooter shall be subject to each and every section that applies to bicycles. (3458-5/00)	10.84.150 Impounding of Bicycle or Similar Conveyance. If a juvenile subject is cited or arrested for a violation of any section in this Chapter, the officer may impound the bicycle to the Huntington Beach Police Department such that the conveyance may be released to a responsible adult. The fee for release will be consistent with the HBPD Fee schedule. (https://huntingtonbeach.legistar.com/View.aspx?TM=F&ID=12299264&GUID=E2D365F6-9C4B-4632-88FC-5A8FAF368F1A) 10.84.280 Penalty It shall be unlawful for any person knowingly to violate or knowingly to permit any other person to violate any of the provisions contained in Sections 10.84.160 through 10.84.270 of this chapter, and any person violating any of the provisions contained in such sections shall be guilty of an infraction and punished upon a first conviction by a fine not exceeding \$50.00 and for a second or any subsequent conviction within a period of one year, by a fine not exceeding \$100.00. (1913-5/74, 2059-6/76, 2148-1/77)	https://library.qcode.us/lib/huntington_beach_cabpub/municipal_code/item/municipal_code/10-chapter_10_84
Irvine	N/A	Municipal Code -Set a speed limit for e-bikes of 28 mph on the highway and 20 mph on bike/pedestrian paths and trails in Irvine. -Requires all bicycle and e-bike users to yield to the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bicycle path, or sidewalk. -Mandate all bicyclists and e-bike users travel in the same direction as vehicles on the roadway unless there is no accompanying sidewalk on the opposite side of the street, or whenever posted signs prohibit such behavior.	N/A	N/A	https://library.municode.com/ca/irvine/codes/code_of_ordinances?nodeId=TITLE4_PUSA_D_IVB
La Habra	N/A	N/A	N/A	N/A	http://qcode.us/codes/la-habra/
La Palma	ARTICLE VII - BICYCLES Sec. 40-208 No person shall operate or permit to be operated on any public street in the City any bicycle unless such bicycle shall first have been registered with the Police Department as provided in this article.	N/A	N/A	N/A	https://library.municode.com/ca/la_palma/codes/code_of_ordinances
Laguna Beach	10.02.020 Bicycles and electric personal assistive mobility devices on sidewalks and within city parks. (a) It is unlawful for any person, except for authorized law enforcement personnel, to operate a bicycle upon any sidewalk, the Main Beach Boardwalk, or any area within any city park. (b) It is unlawful for any person, except for authorized law enforcement personnel and for persons with disabilities, to operate any electric personal assistive mobility device (as defined by the California Vehicle Code and sometimes also known or referred to as Segways, T-3 Motors and/or motorized scooters) or any golf cart or low speed vehicle (as defined by the California Vehicle Code) on any sidewalk on Pacific Coast Highway, within the central business district, Main Beach Boardwalk, or any area within any city park. (Ord. 1614 § 1, 2016; Ord. 1546 § 1, 2011; Ord. 1509 § 1, 2009; Ord. 1299 § 1, 1996; Ord. 1081 § 1, 1986).	Possibly: 10.02.020 Bicycles and electric personal assistive mobility devices on sidewalks and within city parks. (a) It is unlawful for any person, except for authorized law enforcement personnel, to operate a bicycle upon any sidewalk, the Main Beach Boardwalk, or any area within any city park. (b) It is unlawful for any person, except for authorized law enforcement personnel and for persons with disabilities, to operate any electric personal assistive mobility device (as defined by the California Vehicle Code and sometimes also known or referred to as Segways, T-3 Motors and/or motorized scooters) or any golf cart or low speed vehicle (as defined by the California Vehicle Code) on any sidewalk on Pacific Coast Highway, within the central business district, Main Beach Boardwalk, or any area within any city park. (Ord. 1614 § 1, 2016; Ord. 1546 § 1, 2011; Ord. 1509 § 1, 2009; Ord. 1299 § 1, 1996; Ord. 1081 § 1, 1986).	N/A	6.72.100 Bicycles in violation of chapter—impoundment—Fee. The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, and may retain possession of such bicycle until the provisions of this chapter are complied with. A fee to be determined by the city council pursuant to Section 30011 of the California Vehicle Code shall be charged for each bicycle so impounded. (Ord. 837 § 1, 1975). 6.72.110 Enforcement. The chief of police and his representatives shall be granted all authority to enforce and carry out the provisions of this chapter pursuant to the provisions included in the California Vehicle Code and all other laws of the state of California. (Ord. 837 § 1, 1975).	https://lccode960.com/42892116

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc.)	Regulation	Sources
Laguna Hills	<p>11-32.070 Bicycle operation-Share</p> <p>A. Riding in Group: Persons operating bicycles within a bicycle lane or upon a bicycle path shall ride in single file except as provided for in CVC Section 21202(a).</p> <p>B. Direction of Travel: Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs defined by the direction of adjacent vehicular traffic.</p> <p>C. Walking Bicycles: Bicycles may be walked subject to all provisions of law applicable to pedestrians.</p> <p>D. Yielding Right-of-Way: Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle upon entering a roadway or driveway from a sidewalk shall yield to all traffic.</p> <p>(Ord. 2000-6 § 4-4-500, 6-4-501(h))</p> <p>11-32.030 General prohibition-Share</p> <p>A. It is unlawful and subject to punishment in accordance with Section 11-32.080 of this chapter for any person utilizing or riding upon roller skates, bicycles, skateboards, scooters, or similar devices to ride or move about in or on any public or private property when the same has been designated by resolution of the City Council and posted as a no roller skating, skateboarding, bicycling or scooter area.</p> <p>B. It is unlawful and subject to punishment in accordance with Section 11-32.080 of this chapter, for any person utilizing or riding upon roller skates or skateboards, or similar devices to ride upon the roadway of any public street, except cul-de-sac streets of five hundred (500) feet or less in length.</p> <p>(Ord. 2000-6 § 2; prior code § 6-12-020)</p> <p>11-32.410 Designation of public property as no roller skating, skateboarding, bicycling or scooter area-Share</p> <p>The City Council may designate any public sidewalk or other public property as a no roller skating, skateboarding, bicycling or scooter area. The City Council shall designate such area by resolution and order the posting of appropriate signage in accordance with Section 11-32.030 of this chapter. Notice of the City Council's proposed designation shall be provided as follows:</p> <p>A. For sidewalks on highways, listed in the master plan of arterial highways, the City Clerk shall cause notice of City Council consideration of such action to be published in a newspaper of general circulation at least five days prior to the City Council consideration.</p> <p>B. For other public property the City Clerk shall cause additional notice of City Council consideration by means of posting such notice along the highway or sidewalk or on the public property.</p> <p>(Ord. 2000-6 § 3, prior code § 6-12-030)</p> <p>11-32.460 Designation of private property as no roller skating, skateboarding, bicycling or scooter area-Share</p> <p>The City Council may, by resolution, designate any private property within a business district, or which is primarily used for commercial or recreational purposes, as a no roller skating, skateboarding, bicycling or scooter area. The City Council may so designate this private property subject to the following:</p> <p>A. If the property is owner-occupied property, the property owner shall submit a written petition requesting a designation of no roller skating, skateboarding, bicycling, or scooter area.</p> <p>B. If the property is occupied by tenants of the owner, then the tenants shall submit a written petition by a majority of the tenants on the property supporting a designation of a no roller skating, skateboarding, bicycling or scooter area and the petition shall also contain written consent of the property owner.</p> <p>C. The City Clerk shall cause notice of City Council consideration of this petition to be mailed to all tenants in the subject private property as well as to the owner at least five days prior to the City Council consideration.</p>	N/A	<p>6. Scooter or Bicycle. It is unlawful and subject to punishment in accordance with Section 11-32.080 of this chapter for any person utilizing or riding upon a scooter or a bicycle within the Laguna Hills Community Center and Sports Complex facility to ride or move about on such equipment in any area other than on the park walkways. Persons utilizing or riding upon a scooter or a bicycle within the Laguna Hills Community Center and Sports Complex facility are expressly prohibited from riding or moving about on such equipment on any monument, sign, building, roof, railing, fence, gate, table, bench, planter, curb, bleacher, stair, step, stairway, handrail, fountain, sculpture, play equipment, rubberized surface, or future of any kind located within the Community Center and Sports Complex.</p>	<p>11-32.070 Fees set by resolution</p> <p>The City Council may, by resolution, establish fees for the receipt and processing of petitions for no roller skating, skateboarding, bicycling, and/or scooter areas. In addition, the City Council may, by resolution, establish fees sufficient to cover the costs of developing, printing, and posting the areas as designated pursuant to this chapter.</p> <p>(Ord. 2000-6 § 6; prior code § 6-12-060)</p> <p>11-32.080 Violation—Penalty and enforcement</p> <p>A. Any violation of this chapter is deemed an infraction, punishable by a fine of fifty dollars (\$50.00). A second violation of this chapter shall be punishable by a fine of one hundred dollars (\$100.00), and a third and subsequent violation shall be deemed a misdemeanor.</p> <p>B. The privilege of any person to use the parks is expressly conditioned upon compliance by that person with the provisions of this chapter as they apply to such use. In addition to being subject to the fine schedule set forth in this section, a person is subject to immediate eviction from the park in which the violation occurs, and other parts if necessary, where a person is found to be in violation of this chapter.</p> <p>C. In addition, with respect to adults whose roller skating, skateboarding, scooting, or bicycling activities are in violation of this chapter and where such activities result in damage to public property, the city may pursue a civil complaint in tort against that person for property damage caused by such activity. With respect to minors whose roller skating, skateboarding, scooting, or bicycling activities are in violation of this chapter and where such activities result in damage to public property, the city may, pursuant to California Civil Code section 1714.1, pursue a civil complaint in tort for property damage caused by such activity against the minor's parent or guardian having custody and control of the minor.</p> <p>(Ord. 2000-6 § 7; prior code § 6-12-070)</p>	<p>https://www.coderpublishing.com/CAS/acquaf/aff/aff.asp?AffID=11.11.32.460&1132.460</p> <p>https://www.coderpublishing.com/CAS/acquaf/aff/aff.asp?AffID=11.11.32.460&1132.460</p>
Laguna Niguel	<p>Cyclists must ride to the right edge of road as practical; no faster than 5mph on city sidewalks; ride with flow of traffic; bicyclists are required to use bike lane if one is available unless they are traveling as fast as traffic</p>	N/A	N/A	Cyclists who don't follow the rules are subject to ticketing and fines as defined by the California Vehicle Code or Municipal Code	<p>https://library.municode.com/california_laguna_niguel/codes/code_of_ordinances?nodeId=TITLE7-ARTICLE4-SECTION7-4-500.1</p>
Laguna Woods	<p>Sec. 8-12-010 - Bicycle operation</p> <p>(a) Direction of travel: Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs defined by the direction of adjacent vehicular traffic.</p> <p>(b) Walking Bicycles: Bicycles may be walked subject to all provisions of law applicable to pedestrians.</p> <p>(Ord. 2000-6 § 4-4-500)</p> <p>Sec. 8-12-020 - Bicycles on sidewalks</p> <p>(a) Riding on sidewalks: Bicycles may be ridden on all sidewalks at a speed not to exceed five miles per hour except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, recreation center when in use, church during services, over any pedestrian overcrossing or other sidewalk where prohibited by posted signs.</p> <p>(b) Direction to designate prohibitions: The City Manager or designee may designate and declare certain portions of sidewalk to be prohibited to bicycle use.</p> <p>(c) Direction to post prohibitions: The City Manager or designee is authorized to erect and maintain signs adjacent to sidewalks designating limits of bicycle prohibitions.</p> <p>(d) Yielding right-of-way: Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle upon entering a roadway or driveway from a sidewalk shall yield to all traffic.</p>	N/A	<p>Sec. 8-12-030 - Skateboards, roller skates and similar pedestrian traffic</p> <p>(a) No person shall ride a skateboard, roller skates or other conveyance propelled by human power other than a bicycle or cause or permit same to roll or coast on the roadway of any highway. (b) The provisions of Subsection (a) shall not apply to cul-de-sacs where the length of the cul-de-sac is 500 feet or less.</p>	<p>Sec. 8-16-050 - Administration and enforcement</p> <p>Except as otherwise provided herein, the provisions of this chapter shall be administered and enforced by the Sheriff. In the enforcement of this chapter such police and his regularly salaried full-time deputies may enter upon private or public property to examine a vehicle or parts thereof, or obtain information as to the identity of the owner of the vehicle and to remove or cause the removal of a vehicle or parts thereof declared to be a nuisance pursuant to this chapter.</p> <p>(OCC § 6-4-804)</p>	<p>https://library.municode.com/california_laguna_woods/codes/code_of_ordinances?nodeId=TITLE7-ARTICLE4-SECTION7-4-500.1</p> <p>https://library.municode.com/california_laguna_woods/codes/code_of_ordinances?nodeId=TITLE7-ARTICLE4-SECTION7-4-500.1</p>
Lake Forest	<p>12-24.010 Bicycle operation</p> <p>A. Direction of Travel: Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one (1) way traffic by appropriate markings or signs defined by the direction of adjacent vehicular traffic.</p> <p>B. Walking Bicycles: Bicycles may be walked subject to all provisions of law applicable to pedestrians. (Ord. 171 § 1, 2007)</p> <p>12-24.020 Recreational transportation on sidewalks</p> <p>A. Riding on Sidewalks: Bicycles, electric bicycles, roller skates, roller blades, non motorized and motorized scooters, non motorized skateboards, electrically motorized boards, and other similar forms of transportation may be ridden on all sidewalks in the City of Lake Forest at a speed not to exceed five (5) miles per hour except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, recreation center when in use, church during services, over any pedestrian overcrossing or other sidewalk where prohibited by posted signs.</p> <p>B. Direction to Designate Prohibitions: Director, or his or her designee, may designate and declare certain portions of sidewalks and public property where the riding or operation of bicycles, electric bicycles, roller skates, roller blades, nonmotorized and motorized scooters, nonmotorized skateboards, electrically motorized boards, electric personal assistive mobility devices, and other similar nonmotorized and motorized forms of transportation are prohibited. The Director is authorized to erect and maintain signs adjacent to sidewalks designating limits of bicycle prohibitions.</p> <p>C. Yielding Right-of-Way: Whenever any person is riding a bicycle, electric bicycle, roller skates, roller blades, a nonmotorized or motorized scooter, a nonmotorized skateboard, electrically motorized boards, electric personal assistive mobility devices, or other similar nonmotorized or motorized form of transportation, such person shall yield right-of-way to any and all pedestrians. A person riding or operating any such form of transportation shall further yield to all traffic upon entering a roadway or driveway.</p>	Same as bicycle policy "Section 12.24.020 Recreational transportation on sidewalk"	<p>12-24.030 Skateboards, roller skates, etc.</p> <p>A. No person shall ride a skateboard, scooter, roller skates or similar coaster devices other than a bicycle or cause or permit same to roll or coast within the right-of-way of any street or highway in the City of Lake Forest.</p> <p>B. The provisions of subsection A shall not apply to cul-de-sacs where the length of the cul-de-sac is five hundred (500) feet or less. (Ord. 302 § 4.4, 2016; Ord. 171 § 1, 2007).</p> <p>C. Unsafe Operation: In no event, no person shall ride or operate a skateboard, scooter, roller skates, or other similar vehicle in any manner that endangers any person or animal or at a speed that is greater than is reasonable and prudent, having due regard for other users and the surface, width, and grade of the road or trail to be traveled in excess of 10 miles per hour, unless a different speed is posted. The operation of such modes of transportation on sidewalks is subject to additional requirements and prohibitions set forth in Section 12.24.020 of this Code.</p> <p>D. Drinking: No person shall leave a skateboard, scooter, roller skates, or other similar vehicle on or on a road or trail in such a way as to obstruct pedestrian, equestrian, equestrian, bicycle, or other vehicular traffic.</p> <p>E. Helmets: No person under 18 years of age shall operate or ride, whether as a passenger or not, a skateboard, scooter, roller skates, or other similar vehicle on any road, bikeway, sidewalk, or trail unless that person is wearing a properly fitted and fastened bicycle helmet. The bicycle helmet must meet the standards set forth in California Vehicle Code Section 21212."</p>	N/A	<p>https://library.municode.us/la-bike-forest-caplmunicipal-codes/title-12-chapter-12-24-12-24-010</p>

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
Los Alamitos	N/A	N/A	N/A	<p>10.36.110 Bicycles in violation of this chapter—Impounding and fee. The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, and may retain possession of such bicycle until the provisions of this chapter are complied with. A fee to be determined by the city council pursuant to Section 39011 of the California Vehicle Code, shall be charged for each bicycle so impounded. (Ord. 313, 1975)</p> <p>10.36.120 Fines for violation of this chapter. A fee to be determined by the city council pursuant to Section 39011 of the Vehicle Code shall be charged for violation of the provisions of this chapter. (Ord. 313, 1975)</p> <p>10.36.130 Enforcement. The chief of police and his representatives shall herewith be granted all authority to enforce and carry out the provisions of this chapter pursuant to the provisions included in the California Vehicle Code and all other laws of the state of California. (Ord. 313, 1975)</p>	<p>https://eocod900.com/426/436/</p>
Mission Viejo	<p>Sec. 12.15.090 - Bicycle operation. (a) Riding in group. Persons operating bicycles within a bicycle lane or upon a bicycle path shall ride in single file except as provided for in Vehicle Code § 21202(a). (b) Direction of travel. Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs or defined by the direction of adjacent vehicular traffic. (c) Walking bicycles. Bicycles may be walked subject to all provisions of law applicable to pedestrians. (Ord. No. 88-12, § 5(6-4-500), 6-27-88)</p> <p>Sec. 12.15.100 - Bicycles on sidewalks. (a) Riding on sidewalks. Bicycles may be ridden on all sidewalks in the city at a speed not to exceed five miles per hour except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, recreation center when in use, church during services, over any pedestrian overcrossing or other sidewalk where prohibited by posted signs. (b) Sidewalks designated as multi-use trail shared sidewalks (MUTSS). Bicycles may be ridden on all MUTSS in the city at a speed not to exceed 12 miles per hour. (c) Director to designate prohibitions. The director may designate and declare certain portions sidewalk to be prohibited to bicycle use. (d) Director to post prohibitions. The director is authorized to erect and maintain signs adjacent to sidewalks designating limits of bicycle prohibitions. (e) Yielding right-of-way. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle upon entering a roadway or driveway from a sidewalk shall yield to all traffic. (Ord. No. 88-12, § 5(6-4-501), 6-27-88; Ord. No. 19-334, § 1, 1-14-20)</p>	<p>No specific rules related to Ebicycles, therefore regulations are the same as traditional bicycle (Section 12.15) and those established within the CVC. https://www.cityofmissionviejo.org/departments/police-services/bicycle-e-bicycle-safety</p> <p>What is an E-Bike? An "electric bicycle" is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts (CVC §12.5). Class 1 E-Bike: A class 1 e-bike is a low-speed pedal-assisted bicycle that has a motor that provides assistance when the rider is pedaling. The bike stops providing assistance when the speed reaches 20 mph. Class 2 E-Bike: A class 2 e-bike is a low-speed throttle-assisted bicycle that has a motor that can propel the bicycle without pedaling. The bicycle stops providing assistance when the speed reaches 20 mph. Class 3 E-Bike: A class 3 e-bike is a pedal-assisted bicycle that has a motor that provides assistance only when the rider is pedaling. The bicycle stops providing assistance when the speed reaches 28 mph. This e-bike has a speedometer. Electric bicycles with the motors of more than 750 watts are technically motorcycles according to the law and require Class M licenses and helmets. No person under 16 years of age shall operate a class 3 e-bike CVC 21213 (a). All individuals must wear a properly fitted and fastened helmet while operating a class 3 e-bike CVC 21213 (b). If your e-bike does not fall within the above listed categories, it is no longer considered an electric bicycle and may not be permitted on the roadway without proper licensing and vehicle registration requirements. Additionally, it is against the law in California to modify or otherwise tamper with electric bicycles in a way that changes the speed capability, unless the rider also changes the bicycles classification CVC 24016(d).</p>	N/A	<p>Sec. 12.15.110 - Enforcement of chapter. (a) The chief of police and his representatives shall herewith be granted all authority to enforce and carry out the provisions of this chapter pursuant to the provisions included in the Vehicle Code and all other laws of the state. (b) Each violation of this chapter shall be an infraction subject to a fine not to exceed \$50.00. (Ord. No. 90-41, § 1(12.15.090), 2-12-90)</p>	<p>https://library.municode.com/ca/mission_viejo/codes/code_of_ordinances?nodeId=ARLCO_11T12TR_CH12_1588</p>
Newport Beach	<p>Chapter 12.56: 12.56.030 Operating Bicycle on Sidewalk A. Prohibition. No person shall operate or ride a bicycle upon any sidewalk in the City. B. Exceptions. The provisions of this section shall not apply to: 1. Sidewalks on which bicycles are permitted pursuant to a resolution adopted by the City Council; 2. Tricycles, wheelchairs, or wheeled devices operated by the disabled or the elderly; 3. Roller skates, rollerblades or skateboards or similar devices, except when operation is prohibited by the provisions of Chapter 12.57 of this Code; 4. Tricycles which measure less than one of the following: a. Eighteen (18) inches from ground level to the neck joint, b. Twenty-four (24) inches in width measured from the outer rear wheels, c. Eighteen (18) inches in front tire diameter, or d. Twelve (12) inches in rear tire diameter. 5. To a bicycle operated by any peace officer employed by the City of Newport Beach and acting within the course and scope of his or her employment. (Ord. 97-41 § 5 (part), 1997; Ord. 95-40 § 2, 1995; Ord. 91-12 § 1, 1991; Ord. 86-3 § 1, 1986; Ord. 85-18 § 2, 1985; Ord. 1806 § 1, 1979; Ord. 1608 § 1, 1975; Ord. 1452 § 1, 1972; Ord. 1435 § 1, 1972; Ord. 1256 § 1, 1965; Ord. 1224 § 1, 1967; Ord. 896, 1949 Code § 5235-1)</p> <p>Chapter 12.54 OCEANFRONT BOARDWALK SAFETY PROGRAM 12.54.030 Speed Limit. No person using the boardwalk shall exceed eight miles per hour while on the boardwalk. (Ord. 2020-24 § 1 (part), 2020; Ord. 2001-16 § 3, 2001; Ord. 2001-10 § 2, 2001; Ord. 2001-7 § 2 (part), 2001; Ord. 91-53 § 2 (part), 1991)</p> <p>12.54.050 Direction of Flow/Rules of the Road A. Any person using the boardwalk shall keep to the right of the centerline of the boardwalk except when passing. B. No person shall pass any other person except when it is safe to do so. C. No person shall pass any other person when there is a solid single or double centerline. (Ord. 2020-24 § 1 (part), 2020; Ord. 2001-16 § 5, 2001; Ord. 2001-10 § 4, 2001; Ord. 2001-7 § 2 (part), 2001; Ord. 91-53 § 2 (part), 1991)</p>	<p>No specific rules related to Ebicycles, therefore regulations are the same as traditional bicycle (Section 12.56) and those established within the CVC.</p>	N/A	N/A	<p>https://www.codespublishing.com/CA/NewportBeach96.html#NewportBeach12NewportBeach1256.html</p>
Orange	<p>10.10.180 - Rules of the Road. It is unlawful for any person to ride or operate a bicycle in the City of Orange in violation of the rules of the road as set forth in Sections 21200 et seq. of the California Vehicle Code (Ord. 19-82)</p> <p>10.10.190 - Riding Bicycles on Sidewalks. A. No Person shall ride or operate a bicycle upon any sidewalk in a business district unless such sidewalk is officially designated as a bicycle route. This subsection shall not apply to Police Officers carrying out their official duties. B. Any person riding or operating a bicycle upon any sidewalk shall exercise due care and shall yield the right-of-way to a pedestrian (Ord. 13-93; 19-82)</p> <p>10.10.200 - Riding Bicycles on Streets. Except as provided by the California Vehicle Code, any person riding or operating a bicycle upon any street where a bicycle lane or trail appropriate to his direction of travel is established and officially designated shall ride or operate such bicycle only in such bicycle lane or trail or on the sidewalk where otherwise allowed by the Orange Municipal Code (Ord. 19-82)</p> <p>10.10.210 - Vehicles Prohibited from Bicycle Lanes and Trails. No person shall operate a motor vehicle within an established and officially designated bicycle lane or trail except when necessary to park where parking is allowed, for purposes of ingress or egress to and from driveways, or for purposes of intersectional travel. (Ord. 19-82)</p> <p>10.10.220 - Hitchhiking Rides on Vehicles. No person riding or operating any bicycle, coaster, roller skates, sled, toy vehicle, motorcycle or moped shall attach the same or himself to any vehicle on the roadway (Ord. 19-82)</p> <p>10.10.230 - Passengers on Bicycles. It is unlawful for the operator of a bicycle, when upon a public right-of-way, to carry another person upon said bicycle, provided, however, that this prohibition shall not apply to bicycles which are built for two persons to ride and propel the same. (Ord. 19-82)</p> <p>10.10.240 - Racing. No person riding or operating a bicycle upon a public highway or street shall participate in any race, speed or endurance contest unless such race or endurance contest has the written permission of the City Manager, and under the supervision of the Chief of Police, or his designee. (Ord. 19-82)</p>	N/A	N/A	<p>10.10.290 - Enforcement. The Chief of Police and his representatives shall be granted the authority to enforce and carry out the provisions of this chapter under the provisions of the California Vehicle Code and other laws of the State of California. (Ords. 19-82; 12-75; 462; Prior Code 10.68.100)</p> <p>10.10.300 - Bicycles in Violation of this Chapter. The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter and may retain possession of such bicycle until the provisions of this chapter are complied with. (Ords. 19-82; 12-75; 5-72; Prior Code 10.68.110)</p> <p>10.10.310 - Fines for Violation of this Chapter. Any person convicted of a violation of Section 10.10.080 (which is not enacted pursuant to Section 39000 et seq. of the California Vehicle Code) shall be guilty of a misdemeanor. Any person convicted of any other violation of this chapter shall be guilty of an infraction. (Ords. 19-82; 1-80; 12-75; Prior Code 10.68.120)</p>	<p>https://library.qcodo.us/tt/orange_ca/pub/municipal_code/item/title_10-chapter_10_10</p>

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
Piacentia	<p><u>§ 13.20.050 Driving or riding on sidewalks.</u> No person shall ride, drive, propel or cause to be propelled any vehicle or animal across or upon any sidewalk or any parkway, except at a permanent or temporary driveway, to include all commercial areas. Bicycles, as defined in subsection (1) of Section 13.76.020 shall be excepted from the above as follows: (1) Bicycles shall be allowed on sidewalks designated as city bike routes and bike paths. (2) Bicycles shall be allowed on the sidewalk adjacent to Kraemer Boulevard between Madison Avenue and Fairway Lane. (3) Bicycles shall be allowed on sidewalks in residential areas only when ridden by persons enrolled below the seventh (7th) grade or under the age of 12 years. Every person riding a bicycle or riding or driving an animal upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except those provisions which by their very nature can have no application.</p>	N/A	N/A	<p><u>13.76.110 Bicycles in violation of chapter—Impound fees—Fines.</u> The licensing agency shall have the right to impound and retain possession of any bicycle in violation of the provisions of this chapter, or in lieu of impounding, shall have the right to issue a citation for such violations. All bicycles impounded pursuant to this section may be retained until the provisions of this chapter are complied with. Bicycles remaining unclaimed after a period of three (3) months shall be subject to disposal in accordance with Sections 2.20.010, 2.20.020 and 2.20.030 of Chapter 2.20 of this code. A fine of two dollars (\$2.00) shall be charged for each violation of this chapter. (Ord. 75-C-115, 1975)</p> <p><u>13.76.120 Enforcement.</u> The police chief and his representative shall herewith be granted all authority to enforce and carry out the provisions of this chapter pursuant to the provisions included in the California Vehicle Code and all other laws of the state of California. (Ord. 75-C-115, 1975)</p>	<p>https://library.municode.com/ca/piacentia/capub/municipal_codes/itemfile_13_chapter_13_70</p>
Rancho Santa Margarita	<p><u>Sec. 12.01.010 - Bicycle operation.</u> (a) Direction of travel - Persons riding or operating a bicycle on a bicycle trail or path may proceed in either direction except on those trails or paths designated for one-way traffic by appropriate markings or signs defined by the direction of adjacent vehicular traffic. (b) Walking bicycles - Bicycles may be walked subject to all provisions of law applicable to pedestrians. (OCC § 6-4-501; Ord. No. 3768, § 2, 11-7-1989; Ord. No. 98-15, § 64, 12-8-1998)</p> <p><u>Sec. 12.01.020 - Bicycles on sidewalks.</u> (a) Riding on sidewalks. Bicycles may be ridden on all sidewalks at a speed not to exceed five miles per hour except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, recreation center when in use, or church during services, or over any pedestrian overcrossing or other sidewalk where prohibited by posted signs. (b) City Engineer to designate prohibitions. The City Engineer may designate and declare certain portions of sidewalk to be prohibited to bicycle use. (c) City Engineer to post prohibitions. The City Engineer is authorized to erect and maintain signs adjacent to sidewalks, designating limits of bicycle prohibitions. (d) Yielding right-of-way. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle upon entering a roadway or driveway from a sidewalk shall yield to all traffic. (OCC § 6-4-501; Ord. No. 3768, § 2, 11-7-1989)</p> <p>State Law reference— Authority to regulate operation of bicycles on sidewalks, Vehicle Code § 21100(h).</p>	<p><u>Sec. 12.08 Regulated Mobility Devices</u> <u>Sec. 12.08.040 - Designated and Posted Prohibited Operation Areas.</u> (a) City Council May Designate Prohibitions. The City Council may by resolution designate and declare any street, road, highway, sidewalk, trail, or other area generally open to public access, or portions thereof, to be locations where the operation of regulated mobility devices are prohibited. (b) City Engineer to Post Prohibitions. The City Engineer is authorized to cause signs and/or markings to be placed giving notice of such prohibitions as necessary to implement the regulations established by subsection (a) above.</p>	<p><u>Sec. 12.03.030 - Skateboards, roller skates, and similar pedestrian traffic.</u> (a) No person shall ride a skateboard, roller skates, or other conveyance propelled by human power, other than a bicycle, or cause or permit same to roll or coast on the roadway of any highway in the City. (b) The provisions of subsection (a) shall not apply to cul-de-sacs where the length of the cul-de-sac is 500 feet or less. (OCC § 6-4-502; Ord. No. 3768, § 2, 11-7-1989)</p>	<p><u>Sec. 12.05.050 - Administration and enforcement.</u> Except as otherwise provided herein, the provisions of this chapter shall be administered and enforced by the Sheriff. In the enforcement of this chapter, such officer and his regularly salaried fulltime deputies may enter upon private or public property to examine a vehicle or parts thereof or obtain information as to the identity of the owner of the vehicle and to remove or cause the removal of a vehicle or parts thereof declared to be a nuisance pursuant to this chapter.</p> <p><u>Sec. 12.06.050 - Penalties</u> (a) Any person who violates the provisions of this Chapter shall be guilty of an infraction. (b) In the discretion of the Enforcement Officer, any person violating the provisions of this Chapter may, in lieu of an infraction penalty, be issued an administrative citation in accordance with Chapter 1.03 of this Code in the following amounts: (1) A fine of \$100.00 for a first violation. (2) A fine of \$200.00 for a second violation of this Chapter within one year from the date of the first violation. (3) A fine of \$500.00 for each additional violation of this Chapter within one year from the date of the first violation. (c) Upon issuance of an administrative citation, an Enforcement Officer, in their sole discretion, may allow a person who violates any provision(s) of this Chapter to complete an approved safety diversion program within 120-days, at the violator's expense, as assigned by the Enforcement Officer. Upon successful completion of an approved safety diversion program, the administrative citation issued pursuant to this Chapter will be dismissed. Where the violator issued an administrative citation is under the age of 18, a parent or legal guardian must accompany the violator to and attend the approved safety diversion program. The City may establish a safety diversion program fee reflecting the City's personnel, administrative, and programmatic costs, which shall be established by resolution of the City Council. The City Manager is authorized to develop additional regulations regarding the safety diversion program authorized by this section not in conflict with this Chapter. (d) This Chapter shall not preclude or prohibit an Enforcement Officer from issuing a misdemeanor or infraction citation to a court of competent jurisdiction for any violation of the California Vehicle Code or other offense committed while operating a regulated mobility device. (e) If a person under the age of 18 is found in violation of any provisions of this Chapter, and no parent or legal guardian is present, and the unsafe manner in which the regulated mobility device was operated constitutes an immediate danger to the health and safety of the juvenile operator and/or to members of the public, the Enforcement Officer may take immediate possession of the regulated mobility device and transport the device for safekeeping to the nearest City facility; thereafter, the regulated mobility device shall be released by the City to the legal owner of the device and/or to the parent or legal guardian of the person under the age of 18. (f) If a person under the age of 18 is found in violation of any provision of this Chapter, and no parent or legal guardian is present, the Enforcement Officer may also contact the parent or legal guardian of the person under the age of 18 to notify them of the violation.</p>	<p>https://library.municode.com/ca/rancho_santa_margarita/codes/code_of_ordnances/chapter_12-COOR-1112VETR_CH12.03BPLVEPE</p>

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
	<p>10.06.110 - Persons riding bicycles or driving animals. Every person riding a bicycle or riding or driving an animal upon a highway has all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this title, except those provisions which by their very nature can have no application.</p> <p>12.32.130 - <u>On-street skateboarding and similar activities on municipal pier, access road, beach, and beach trail.</u> B. Prohibited Activities on Municipal Pier and Access Road.No person shall ride or permit to be ridden, drive, or permit to be driven, any bicycle, electric bicycle, tricycle, skateboard, roller skates, or similar type device on the municipal pier, accesses to the municipal pier, service roads, or beach access roads. Moreover, no person shall walk, push, carry, park, or permit to be parked any bicycle, electric bicycle, tricycle, skateboard, or similar type device on the municipal pier. In addition, no person shall throw any "trash" or other similar devices on the municipal pier, access roads, service roads, or beach access roads. C. Permitted Uses of Bicycles on Beach and Beach Trail.Riding of bicycles and personal assistive mobility devices is permitted on the beach trail, including those portions that overlay the beach service road, subject to the restrictions of subsection (b) below. Bicycle owners are permitted to walk their bicycles through such restricted areas and at such restricted times. When permitted to be ridden, bicycles may be ridden at a maximum speed of ten miles per hour on all permitted portions of the beach trail. At all times, bicycles must yield to pedestrians. D. Prohibited Uses of Bicycles on Beach and Beach Trail.Riding of bicycles on the beach is prohibited at all times. Riding of bicycles on the beach trail is not permitted between the municipal pier and the southern end of the Traildagger Canyon Bridge from June 15 through Labor Day. Riding of bicycles is not permitted on Riviera Beach Trail Bridge, Montezuma Beach Trail Bridge, Mariposa Trail Bridge, the portion of the trail extending north from the base of the pier asphalt to the Cotto Lane restrooms, and the asphalt area extending north and south of the base of the municipal pier at any time. Bicycle owners are permitted to walk their bicycles through such restricted areas and at such restricted times. Reckless riding of bicycles is prohibited, and at no time shall any persons allow their bicycle(s) to be left unattended on the beach or beach trail, nor block access thereto. E. Electric Bicycles, Motorized Scooters, Electrically Motorized Boards, and Other Similar Motorized Recreational Devices Prohibited.No person shall drive, operate, or propel any electric bicycle, motorized scooter, electrically motorized board, or other similar motorized recreational device, however powered, upon any portion of the beach or beach trail. This section shall not prohibit the use of such devices upon these areas by any officer, employee, or agent of the City, any City department, or any public safety officer, while engaged in their official duty, or any City-authorized person providing maintenance, repair, or emergency services on the beach or beach trail. F. Unsafe Operation.Reckless riding of bicycles is prohibited, and at no time shall any persons allow their bicycle(s) to be left unattended on the beach or beach trail, nor block access thereto. No person using the beach or beach trail shall engage in any activity that creates an unreasonable risk of injury to any person. G. Penalty.Violations of this chapter may be prosecuted as a misdemeanor or infraction and are subject to the notice, hearing, and enforcement provisions of this Code, including, but not limited to, the provisions of Chapter 1.16. H. Modification.In the event of special circumstances so warranting, the City Council may by resolution modify the requirements established herein. Modifications by the City Council shall only be made if the City Council determines that such modification will not be contrary to the public health, safety, or welfare.</p>	<p>Section 10.62.000 - Operation and Use of Electric Bicycles and Electric Motorcycles. A. It shall be unlawful for any person to ride or operate any electric bicycle, motor-driven cycle, or any other electric or motorized conveyance unless such ride or operation complies with the following provisions: 1. Unsafe Operation Prohibited. No person shall ride or operate an electric bicycle, motor-driven cycle, or any other electric or motorized conveyance in an unsafe manner. "Unsafe manner" shall mean operating in such a way as that violates any provision of state law or the City's municipal code or constitutes a danger to the operator, a passenger, other motorists, other riders, or pedestrians in the area. 2. Helmet Requirement. All operators and passengers under 18 years of age shall wear a helmet properly strapped while riding or operating an electric bicycle, motor-driven cycle, or any other electric or motorized conveyance, as specified in California Vehicle Code Section 21212. 3. Direction of Travel. The operator of a bicycle, electric bicycle, electric scooter, or electric skateboard shall travel in the same direction as vehicles are required to be driven upon the roadway, regardless of whether or not the operator is in the roadway or in a bike lane. 4. Passenger Restrictions. No person riding or operating an electric bicycle, motor-driven cycle, or any other electric or motorized conveyance shall transport another person upon an electric bicycle, motor-driven cycle, or any other electric or motorized conveyance unless such passenger is seated upon a seat attached to the vehicle in a safe manner. No person shall be a passenger on an electric bicycle, motor-driven cycle, or any other electric or motorized conveyance unless such passenger is seated upon a seat attached to the vehicle in a safe manner. 5. Requirements During Hours of Darkness. a. During Hours of Darkness, electric bicycles shall only be operated by persons 18 years of age or older. b. During Hours of Darkness, electric bicycles shall only be operated with a front lamp emitting a white light visible from a distance of 300 feet and a rear solid or flashing red light with a built-in reflector visible from a distance of 500 feet. 6. Prohibited Actions. a. It shall be unlawful to operate electric bicycles on highways, roadways, or sidewalks while performing stunts such as wheelies or endbrakes (stoppies). b. It shall be unlawful to operate electric bicycles while utilizing a handheld mobile communication device, such as using a mobile phone to text. 7. Use of Designated Lanes. E-bike operators must use designated bicycle lanes where available. In the absence of a designated bicycle lane, cyclists and e-bike riders are permitted to use sidewalks; however, e-bike operators must yield the right-of-way to all pedestrians and bicycle riders and maintain a cautious speed that does not endanger pedestrian safety. 8. Requirements for Class 3 Electric Bicycles. a. A person must be 16 years of age or older to operate a Class 3 electric bicycle. b. All persons operating or riding as a passenger upon a Class 3 electric bicycle shall comply with Section 21213 of the California Vehicle Code regarding the wearing of a properly fitted and fastened bicycle helmet. c. Class 3 E-bikes shall not be ridden on any sidewalks or any public off-road trails within the City of San Clemente. 9. Compliance with Safety Standards. An electric bicycle shall meet the following criteria: a. Comply with the equipment and manufacturing requirements for bicycles adopted by the United States Consumer Product Safety Commission (16 C.F.R. 1512.1, et seq.). b. Operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied, or operate in a manner such that the motor is engaged through a switch or mechanism that, when released or activated, will cause the electric motor to disengage or cease to function. c. A person shall not tamper with or modify an electric bicycle so as to change the speed capability of the bicycle unless he or she appropriately replaces the label indicating the classification. 10. Electric Motorcycles. Electric Motorcycles shall not be operated within the limits of the City of San Clemente without the following: a. The operator shall have a valid motorcycle license as required by California Vehicle Code Section 12500(b); and b. The Electric motorcycle shall have, and the operator shall carry proof of, valid registration and license plate as required by California Vehicle Code Section 40000(V) and c. All operators and riders shall wear a helmet approved by the United States Department of Transportation (DOT) as required by California Vehicle Code Section 21600(b); and d. All operators shall have and maintain evidence of financial responsibility (insurance) as required by California Vehicle Code Section 1602(b). Section 10.62.000 - Restrictions on Beach and Beach Trail A. The operation and use of electric bicycles, motorized scooters, electrically motorized boards, and other similar motorized recreational devices on the beach and beach trail shall be governed by Section 12.32.130 of the San Clemente Municipal Code.</p>		<p>Section 10.62.040 - Enforcement and Penalties. A. Responsibility of Parent. Each parent or legal guardian having custody and control of a minor who violates this Chapter shall be jointly and severally liable with such minor for such violation. B. Regulations Provided upon Retail Sale or Rental of an Electric Bicycle. Every store or business selling or renting E-bikes shall supply a copy of this Chapter (SCMC Chapter 10.62) to every person(s) purchasing or renting an E-Bike, and shall maintain proof of providing such copy for minimum of three years. Records of proof shall be provided to the City immediately upon request by the Chief of San Clemente Police Services during normal business hours of the store or business. C. Violations and Penalties: 1. Violation of any provision of this Chapter shall be subject to enforcement as specified in Chapter 1.16 of the San Clemente Municipal Code. 2. Any person found in violation of any provision of this Chapter, or the California Vehicle Code while operating an E-Bike, may, in lieu of payment of a fine or other penalty, be required to complete a City-approved training and education class on the safe operation of electric bicycles. Payment for the costs for such class shall be the responsibility of the offender. Proof of completion must be provided to the City's Police Services Division within 90 days of the violation notice if such class is required. The violation shall not be deemed adjudicated until the offender provides such notice timely. 3. Every person violating any provisions of this Chapter shall be deemed guilty of a misdemeanor unless specifically provided otherwise in this Chapter. In no case shall the fine for violation of this Chapter exceed an amount specified by the City.</p>	<p>https://library.municode.com/ca/san_clemente/codes/code_of_ordinances?nodeid=TTT1-0211PCL_CH10_00000_12_32_13000-02SANCMUPAUCOR1015</p>
San Clemente					
San Juan Capistrano	<p>Sec. 4.6.200. Persons riding bicycles and riding or driving animals. Every person riding a bicycle or driving an animal upon a street shall have all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle as set forth in this chapter, except those provisions which by their very nature can have no application. (Ord. No. 295, § 2-4)</p>	N/A	N/A	N/A	<p>https://library.gcode.us/lib/san_juan_capistrano.ca/pub/municipal_code/item/title_4-chapter_6/article_2/sec_4_6_200</p>
Santa Ana	<p>Sec. 36-38. - Persons riding bicycles or animals shall obey traffic regulations. Every person riding a bicycle or riding or driving an animal upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle as provided for by this chapter, except those provisions which by their very nature can have no application.</p> <p>Sec. 36-41(B) Ride a bicycle or skateboard upon a sidewalk within a business district, as that term is defined in California Vehicle Code, Section 235. Whenever any person is riding a bicycle or skateboard upon a sidewalk other than in a business district, or in any other public place, such person shall yield the right-of-way to any pedestrian.</p> <p>(Code 1952, § 3224; Ord. No. NS-560, § 1, 1-15-62)</p>	N/A	N/A	N/A	<p>https://library.municode.com/ca/santa_ana/codes/code_of_ordinances?nodeid=PTT1HC-D_CH36TR_ART38GE_DIV2ADENMPR_336-36PERBIANSHOBTRE</p>
Seal Beach	<p>8.05.010 Applicability to Bicycle and Animal Riders. Every person riding a bicycle or riding or driving an animal upon a highway shall have all the rights and be subjected to all of the duties applicable to the driver of a vehicle by this title, except those provisions that by their very nature can have no application. (Ord. 1515)</p> <p>8.05.040 Wheeled Devices Prohibition A. Wheeled Device. For the purpose of this section, a "wheeled device" is any wheeled device propelled by human or mechanical power. "Wheeled device" includes without limitation: bicycles, roller skates, scooters, segways, and skateboards. "Wheeled devices" does not include: cars, trucks and equivalent vehicles; baby strollers; shopping carts utilized for transportation of goods; wheelchairs; and motorized bicycles and motorized quadricycles utilized by persons otherwise unable to move about as pedestrians by reason of physical disability. B. Prohibition. No person shall ride or operate a wheeled device in any of the following locations: 1. City sidewalks, unless authorized by Seal Beach Municipal Code Section 8.10.040. 2. Public property other than sidewalks where signs prohibiting such activity are conspicuously posted. 3. Privately owned sidewalks used for pedestrian traffic where signs prohibiting such activity are conspicuously posted. C. Infraction. Any person who rides or operates a wheeled device in violation of this section shall be guilty of an infraction. (Ord. 1608; Ord. 1532; Ord. 1515)</p> <p>8.10.040 Bicycle Riding on Sidewalks The traffic engineer may post signs permitting bicycle riding on sidewalks at locations where riding in the street would be hazardous. Any person may ride a bicycle on a sidewalk where such a sign has been posted. (Ord. 1515)</p>	<p>"Electric bicycle" has the same meaning as in California Vehicle Code Section 312.5, as it may be amended from time to time. "Regulated mobility device" means bicycles, electric bicycles etc. 8.7.65.010 Operation of Regulated Mobility Devices. It is prohibited to operate or ride on a regulated mobility device in public areas where such prohibition is posted by signs or as otherwise set forth in this chapter. A list of public locations where regulated mobility devices are prohibited shall be on file in the city clerk's office. The list may be amended from time to time by resolution of the city council. No person shall operate or ride a regulated mobility device upon any sidewalk, in any public drainage facility, culvert, ditch, channel, or any other public athletic/sports court, or gymnasium in the city. Duty to operate with care, reduce speed. The operator of a regulated mobility device shall exercise all due care and shall reduce the speed of the device, obey all traffic control devices, and take all other action relating to operation of the device as necessary to safeguard the safety of the operator, passengers, and any persons or other vehicles or devices in the immediate area. It shall also be unlawful to transport any other person upon the bar, handle bars, frontboard or other area of regulated mobility device not designed for passenger riding or designed for a single person, or cling to or attach oneself or one's regulated mobility device with an operator or rider on board to any moving vehicle or motorized or non-motorized wheeled device. Persons operating or riding a regulated mobility device on a city or county trail must dismount the regulated mobility device where the trail width is less than 5 feet and a pedestrian or equine is within a distance of 50 feet from the regulated mobility device. (Ord. 1704) 8.7.65.015 Enforcement. In lieu of a fine or administrative citation as authorized by this code, and in lieu of filing charges in any court having jurisdiction over a violation, the police chief or designee may allow a violator of this chapter to complete a police department provided safety course for regulated mobility devices</p>	N/A	N/A	<p>https://library.gcode.us/lib/seal_beach.ca/pub/municipal_code/item/title_8-chapter_8_10-8_10_040</p>
Stanton	<p>14.04.050 Riding. No person shall ride a horse, bicycle, motorcycle, mini-bike, automobile, or other vehicle or animal within a public park or playground; provided, however, that bicycles may be ridden on any road or path designated for such purposes and may be wheeled or pushed by hand over any grass area or trail reserved for pedestrian use. (Prior code § 14.04.050)</p>	N/A	N/A	N/A	<p>https://library.gcode.us/lib/stanton.ca/pub/municipal_code/item/title_14-chapter_14_04-14_04_050</p>
Tustin	<p>5245 - USE OF BICYCLES Persons riding a bicycle on a public sidewalk, walkway, parkway, off-street bicycle trail or in any public park, recreational area or upon any other publicly owned property shall yield the right-of-way to pedestrians at all times. (Ord. No. 786, Sec. 29, 2-5-79) CROSS REFERENCE: Bicycle registration, Art. 5, Ch. 4.</p>	N/A	<p>5244 - USE OF MOTORIZED CYCLES (a) A "motor-driven" cycle for purposes of this Section is any motorcycle, moped, motor scooter or motorbike with a motor which produces not in excess of five (5) horsepower, and every bicycle with a motor attached.(b)No person shall drive a motor-driven cycle on any public sidewalk, walkway, parkway or in any public park or recreational area or upon any other publicly owned property except City streets and public highways within the City; provided, however, that bicycles with motors attached may be operated on off-street bicycle trails under pedal power and without use of their motors. (Ord. No. 786, Sec. 28, 2-5-79)</p>	N/A	<p>https://library.municode.com/ca/tustin/codes/code_of_ordinances?nodeid=ART2PUSAR-ESECTORNO1436ADDE32013_CH27TRRE_PT45PRPE_53450001</p>

Bicycle and Electric Bicycle (e-bike) Ordinance(s) by Agency

Agency	Bicycle Ordinance(s)	E-Bike Ordinance(s)	Other Related Policy (Motorized Scooters, Mopeds, etc)	Regulation	Sources
Villa Park	Sec. 5-6.2 - Riding and Parking of Skateboards and Bicycles Restricted. It shall be unlawful for any person to ride a bicycle on any sidewalk located in the Villa Park Shopping Center. It shall also be unlawful for any person to ride or park a skateboard on any sidewalk, driveway, parking lot, or other area dedicated to the public in the Villa Park Shopping Center. (Ord. #75-025, § 2; Ord. #83-412, § 1)	N/A	Sec. 5-7.3 - Prohibited It shall be unlawful for any person to operate a motorized scooter on any sidewalk, driveway, parking lot, or other area used by the public in the Villa Park Shopping Center located at Wanda Road and Santiago Boulevard. It shall be unlawful for any person to operate a motorized scooter on any sidewalk, driveway, parking lot, or other area used by the public in the Villa Park Shopping Center located at Wanda Road and Santiago Boulevard.	N/A	https://library.municode.com/ca/villa_park/codes/code_of_ordinances?nodeId=CHVPO-RE-ARTS-BRUSKBI0000
Westminster	10.84.220 Bicycle paths—Use required. Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such a path and shall not use the roadway. (Prior code § 3440.21) 10.84.230 Riding on sidewalks—Restrictions. A. No person shall ride a bicycle upon a sidewalk within any business district, or upon the sidewalk adjacent to any public school building, church, recreation center or playground. Peace officers shall be exempt from these provisions while in the discharge of their duties. (Ord. 2210 § 1, 1993; Ord. No. 2128 § 1, 1990; Ord. 1874 § 1, 1979; prior code § 3440.22) B. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian or to any vehicle exiting or entering any private driveway or alley. (Ord. 2128 § 1990; Ord. 1874 § 1, 1979; prior code § 3440.22) C. It is unlawful for a ride a bicycle or skate board on any sidewalk within the civic center complex. Peace officers shall be exempt from these provisions while in the discharge of their duties. (Ord. 2210 § 1, 1993; Ord. 1866 § 1, 1983) 10.84.240 Parking. No person shall park a bicycle upon a street other than against the curb, or upon a sidewalk other than in a rack or against a building or at the curb in such manner as to afford the least obstruction to pedestrian traffic. (Prior code § 3440.20)	N/A	10.76.010 Vehicles on land of another—Permitted. Other conditions. It is unlawful for any person to operate any motorcycle, motor-driven cycle, mini-bike, trail bike, motor scooter, jeep, dune buggy, or other motor vehicle on real property owned or occupied by another within five hundred feet of an occupied residential area without the written consent of all the owners and occupants in such operator's possession, unless the owners of the property have posted the property permitting such use provided, however, that this prohibition does not include the operation of a vehicle or vehicle having a valid California vehicle registration by any person possessing a valid California operator's license, upon a public street or highway provided further, that this prohibition shall not apply to a public officer or employee acting within the course and scope of his employment; provided further, that the provisions of this section shall not apply to the operation of such vehicles on driveways, parking lots, race courses, or other places where the public is invited to operate such vehicles, so long as such vehicle is operated in the reasonable and ordinary manner customary for such use. (Prior code § 3400)	10.84.260 Impoundment—Other—City. The chief of police shall have the right to impound and retain possession of any bicycle being operated in violation of the provisions of this chapter, and may retain possession of such bicycle until the provisions of this chapter are complied with, and all fees as provided in Section 10.84.100 have been paid, and if such bicycle is not claimed within three months, it shall be deemed to be abandoned. (Prior code § 3400.24)	https://library.municode.com/ca/westminster/capub/municipal_codes/itemId_10-article-ii-chapter-10-84
Yorba Linda	10.48.160 Parking requirements. No person shall leave a bicycle lying on its side on any sidewalk, or shall park a bicycle on a sidewalk in any other position, so there is not an adequate path for pedestrian traffic. When a parking rack is available, no person shall park a bicycle on an adjacent street or sidewalk, except in such rack. The City Traffic Engineer may prohibit bicycle parking in designated areas of the public highway, provided that appropriate signs are erected. (Ord. 90-654 § 1, 1990; prior code § 19-102) 10.04.020 Availability of provisions extends to bicycle and animal transporter. Every person riding a bicycle or riding or driving an animal upon a highway has all the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except those provisions which by their very nature can have no application. (Prior code § 19-2)	N/A	N/A	N/A	https://library.municode.com/ca/yorba_linda/capub/municipal_codes/itemId_10-chapter-10-48
OC Parks	Sec. 8-4-501 - Bicycles on sidewalks. (a) Riding on Sidewalks. Bicycles may be ridden on all sidewalks in the unincorporated area of Orange County at a speed not to exceed five (5) miles per hour except upon sidewalks within a business district, upon sidewalks adjacent to any public school building when school is in session, recreation center when in use, church during services, over any pedestrian overcrossing or other sidewalk where prohibited by posted signs.(b) Director To Designate Prohibitions: The Director may designate and declare certain portions of sidewalk to be prohibited to bicycle use.(c) Director To Post Prohibitions: The Director is authorized to erect and maintain signs adjacent to sidewalks designating limits of bicycle prohibitions.(d) Yielding Right-of-Way: Whenever any person is riding a bicycle upon a sidewalk, such person shall yield right-of-way to any and all pedestrians. A person riding a bicycle upon entering a roadway or driveway from a sidewalk shall yield to all traffic.	E-bikes are prohibited on unpaved trails within regional and wilderness parks; all classes of eBikes continue to be prohibited on unpaved trails within regional and wilderness parks where there is reduced long-distance visibility and/or width to accommodate trail users who need to wear out of the path of another user traveling at a high rate of speed. OC revised codified ordinance OCCO 2-5-2(n) making the following exception: "Class 1 and Class 2 electric bicycles, as defined by the CA Vehicle Code, in those regionalized paved, off-road bikeways designated for such use by the Director of OC Parks". This means that Class 1 and 2 ebikes are now permitted on more than 75 miles of OC bikeways.	N/A	N/A	https://library.municode.com/ca/orange_county/codes/code_of_ordinances?nodeId=TTT2-PLUFA-DIVPAREAR-ART2-PREARGE-S2-5-2IV-EVE
State of California	AB 1909. Makes various changes to statutory sections governing the operation of bicycles. Specifically, it eliminates the statewide ban of class three electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail. AB 2026. Expands the authorization in existing statute that a governing board of any school district can provide time and facilities to any local law enforcement agency having jurisdiction over the schools of the district, for bicycle safety instructions to also include scooters, electric bicycles, motorized bicycles, and/or motorized scooters safety instructions.	EBikes. An electric bicycle is a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. These classes of electric bicycles have been established: Class 1: A low speed pedal-assisted electric bicycle equipped with a motor which provides assistance only when the rider is pedaling and ceases to provide assistance when a speed of 20 mph is reached. Class 2: A low speed throttle-assisted electric bicycle equipped with a motor used exclusively to propel the bicycle and NOT capable of providing assistance when a speed of 20 mph is reached. Class 3: A low speed pedal-assisted electric bicycle equipped with a speedometer, and a motor which provides assistance only when the rider is pedaling and ceases to provide assistance when a speed of 28 mph is reached. The operator of a Class 3 electric bicycle: Must be 16 years old or older. Must wear a bicycle safety helmet. Must not transport passengers. May ride an electric bicycle in a bicycle lane if authorized by local authority or ordinance. All electric bicycle classes are exempt from the motor vehicle financial responsibility, DL, and license plate requirements (CVC §24016). AB 1246. Requires the California Highway Patrol (CHP) to develop statewide safety standards and training. AB 2026. Expands the authorization in existing statute that a governing board of any school district can provide time and facilities to any local law enforcement agency having jurisdiction over the schools of the district, for bicycle safety instructions to also include scooters, electric bicycles, motorized bicycles and/or motorized scooter safety instruction. AB 1909. Makes various changes to statutory sections governing the operation of bicycles. Specifically, it eliminates the statewide ban of class three electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail.	Moped: Also known as a motorized bicycle, a moped has 2-3 wheels and an electric motor with an automatic transmission that produces less than 4 gross brake horsepower (300watts). Some mopeds have pedals so you can ride them when the motor is off. Show Citation 33 You must have a motorcycle license (M1 or M2) to drive a moped. You must be at least 16 years old or older to drive a moped, and you must wear a helmet while you ride. You do not need insurance to register a moped, but you do need special license plates and an identification card, along with a one-time \$23 registration fee. You do not have to renew your moped registration in the same way as you register other vehicles.	N/A	Bill Text - AB-1909 Vehicles: bicycle omnibus bill. (ca.gov)

Active Transportation Program Biannual Update

Overview

E-bike Safety Study

Safe Routes to School Program

Next STEP

Active Outreach and Education

Ongoing Active Transportation Efforts

E-bike - Electric Bicycle

STEP - Safe Travels Education Program

E-bike Safety Study

- **Analyze gaps** in existing e-bike safety resources and strategies
- **Engage the community** and provide e-bike safety education
- **Provide recommendations** to facilitate e-bike use as a safe and reliable form of transportation in Orange County
- **Recommendation Elements**
 - Key roles
 - Priority actions
 - Benchmarks to evaluate progress
- **Project Status:** Finalized Plan posted and available to public/stakeholders in December 2024



Safety Strategies: Structure

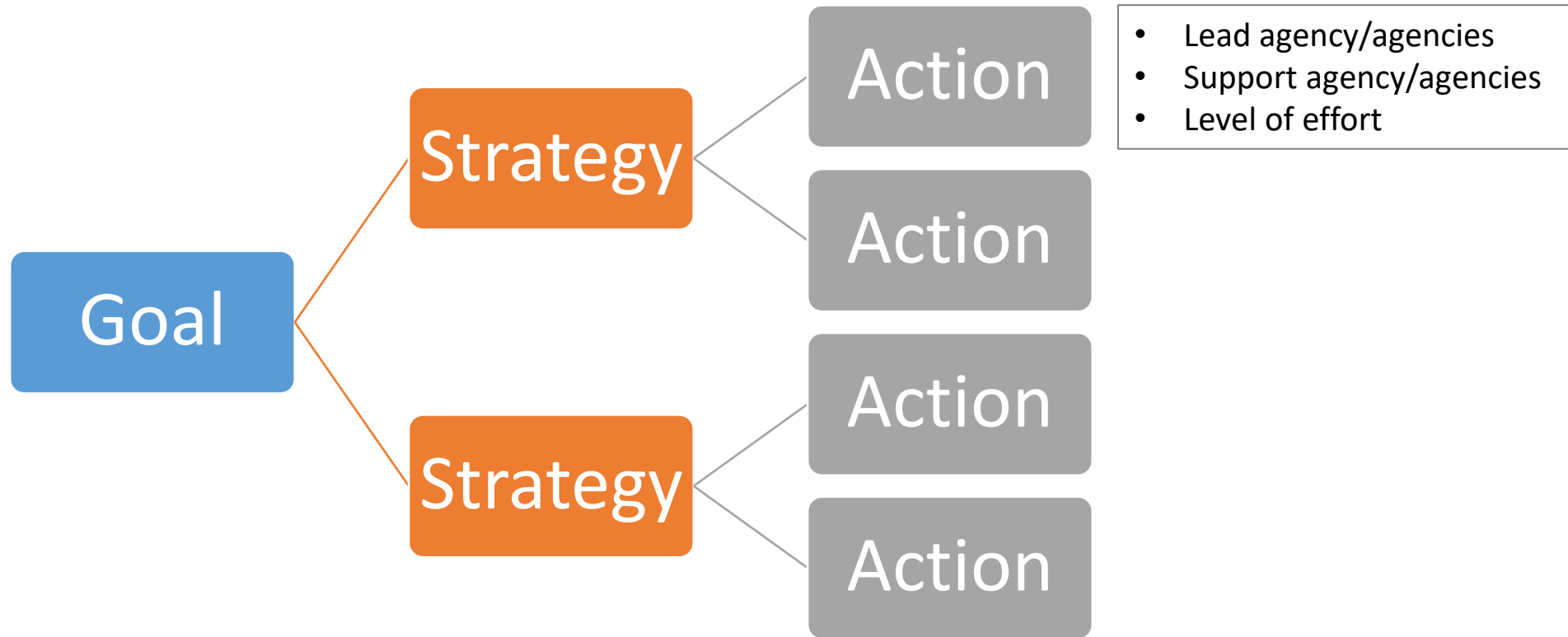
Recommendations Summary

- Six goal focus areas
- 12 strategies
- 25 actions
- Identifies lead/support agencies/organizations and level of difficulty
- Identifies potential funding sources
- How-to toolkit for developing e-bike safety activities

Six goal focus areas

- Infrastructure
- Legislation
- Collisions and injuries
- Ridership
- Education/Encouragement
- Retailer Collaboration

Safety Strategies Structure



Collisions and Injuries

Goal

Build understanding of e-bike crash and risk factors, especially those resulting in severe injuries

Strategy

Collaborate with agencies to enhance standardized tracking and monitoring of county wide e-bike involved crashes

Example Action

Collaborate with Orange County Health Care Agency to monitor and track injuries of e-bike users

Ridership

Goal

Strategy

Example Action

Understand growth trends
and hot spots
for e-bike usage

Broaden the sources of e-bike
ridership and activity data collection

Explore and evaluate e-bike activity and ridership
data from data vendors

Education and Encouragement

Goal

Strategy

Example Action

Target behavior change for key groups affected by e-bike safety issues

Develop targeted education on e-bike safety to riders most at risk in Orange County: the school community (parents, students, and staff) and older adults

Develop delivery method for education/encouragement to effectively engage the community in a cost-effective manner

Safe Routes to School Webpage and Coordination

Program Background

The Orange County Transportation Authority (OCTA), in partnership with the Orange County Health Care Agency (OCHCA), completed the Safe Routes to School Action Plan (SRTS AP) in 2021. The SRTS AP outlines initial goals, strategies, and actions to create and manage a countywide SRTS program. Through this process, the agencies jointly developed and supported a recommendation to establish a countywide SRTS program to support schools in need of SRTS programming. In Fall 2023, OCTA and OCHCA established a SRTS program in Orange County, continuing both agencies partnership. The SRTS AP also included the establishment of a Stakeholder Committee that will “serve as a resource to program staff and will play a central role in actively promoting and implementing this Action Plan.” Committee members will cultivate relationships to foster collaboration in the SRTS community, which continues to build a culture of safety for the Countywide SRTS program along with OCTA’s Next STEP (Safe Transportation Education Program) and Orange County Health Care Agency’s (OCHCA) Injury Prevention for SRTS and future programs.

Events

Costa Mesa

STEPPING UP SAFE ROUTES TO SCHOOL IN COSTA MESA

Costa Mesa is making significant strides in promoting active transportation and enhancing safety for students. The City has been building momentum through programs and planning efforts related to Safe Routes to School.

[+ Learn More](#)

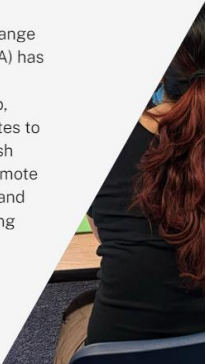


OCHCA

OCHCA AND MAPLE ELEMENTARY TEAM UP FOR SAFER, HEALTHIER STUDENTS

In a collaborative effort to improve student safety and wellness, the Orange County Health Care Agency (OCHCA) has teamed up with Maple Elementary School in Fullerton. This partnership, under the umbrella of the Safe Routes to School (SRTS) Program and CalFresh Healthy Living initiative, aims to promote physical activity, including walking and biking to school, and nutritious eating among students and families.

[+ Learn More](#)



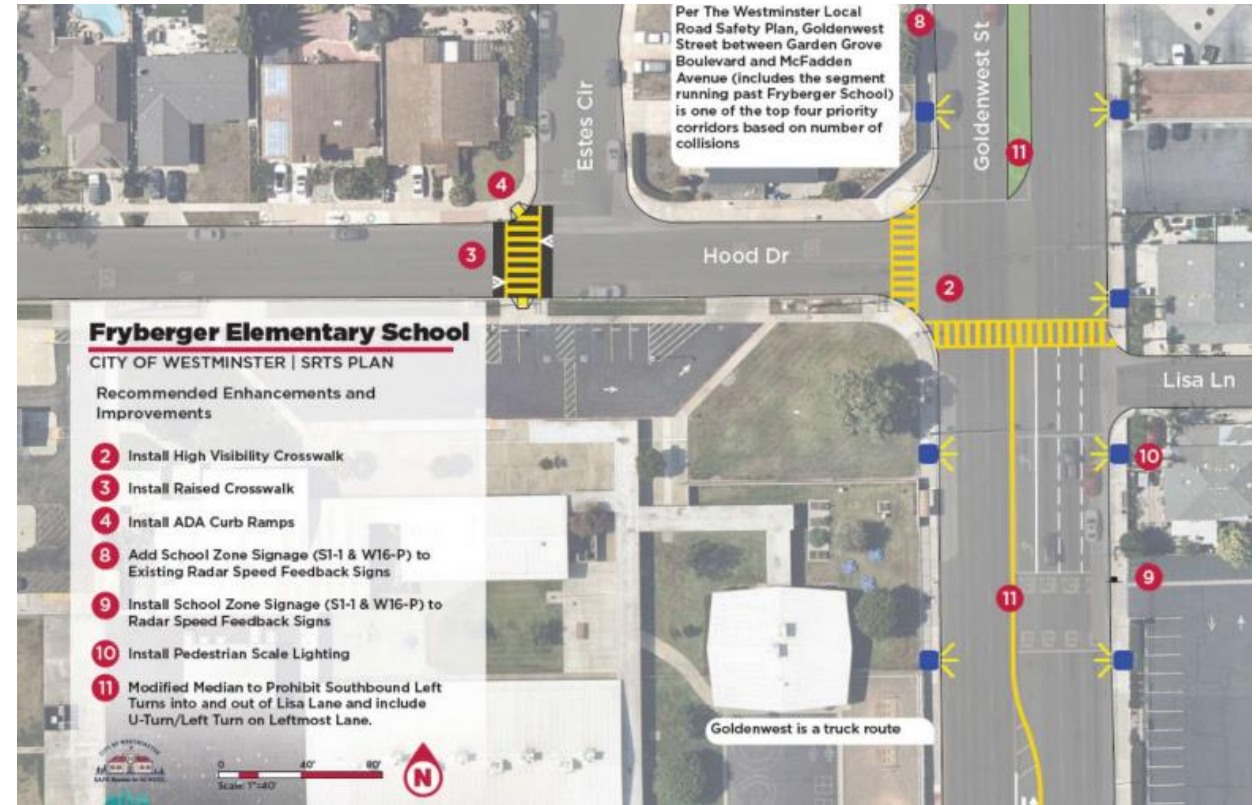
Next Safe Travels Education Program

Project Summary

- 25 schools - Eligibility determined by SRTS Action Plan needs analysis
- Educational programming
- Evaluation/concept development

Current Activities

- School recruitment
- City coordination
- Data gathering/analysis



Westminister SRTS Plan (Alta) – Fryberger Elementary

SRTS – Safe Routes to School

Active Outreach and Education

Project Overview

- Bike rodeos
- Pop-up tables and street teams
- Online education
- Safety equipment distribution
- Stakeholder development
- Staff are taking event requests

Recent events

- Fiestas Patrias, 9/14/24 in Santa Ana
- Fourth District Supervisor Chaffee Community Bike Ride to Raise Prostate Cancer Awareness, 9/21/24 in Fullerton
- Walk to School Day, 10/9/24 at Washington Elementary in Santa Ana
- Trunk-or-Treat Resource Fair, 10/23/24 in Santa Ana



Sample safety equipment (L: bell, R: spoke reflectors)



Sample OCTA Bicycle Stickers

Ongoing Active Transportation Efforts

Bicycle counts

- 2024 Data incorporation - complete
- Data distribution - complete

Bicycle network update

- Existing bikeways network - complete
- OC bikeways map – complete

OC Connect Project

- 4-mile Class I bike path in Santa Ana and Garden Grove
- Project Approval/Environmental Document Phase
- Finalize Spring 2025

E-bike Coordination

E-bike Coordination Meeting

Ordinance Database

- Updated with proposed ordinances in October

Webpage

- Partner agency efforts
- Plain language ordinance finder

Video Development

- Promoted on Facebook, Instagram, Twitch, and YouTube
- Reach: 1.3 million
- Plays: 170,000
- New outreach method: movie theaters in Aliso Viejo, Anaheim, Brea, Huntington Beach, and Yorba Linda
- New video project underway



Next Steps

- Return to the Board of Directors with updates on active transportation efforts including:
 - OC Connect, e-bike coordination efforts, grant awards
 - Partnering with stakeholders
- Seek funding opportunities to support active transportation activities
 - Continue working with local agencies and community groups to advance active transportation measures for all Orange County residents



COMMITTEE TRANSMITTAL

November 12, 2024

To: Members of the Board of Directors
From: Andrea West, Clerk of the Board *Andrea West*
Subject: Measure M2 2024 Update: Next 10 Delivery Plan

Executive Committee Meeting of November 4, 2024

Present: Chair Nguyen, Vice Chair Chaffee, Directors Hennessey, Jung, and Wagner
Absent: None

Committee Vote

This item was passed by the Members present.


Committee Recommendation(s)

- A. Adopt the 2024 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan.
- C. Direct staff to continue monitoring revenue and project cost shifts that could affect the delivery plan and, if necessary, report to the Board of Directors with changes.



November 4, 2024

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 2024 Update: Next 10 Delivery Plan

Overview

The Measure M2 Next 10 Delivery Plan aims to strategically deliver Measure M2 freeway, roadway, transit, and environmental projects. A comprehensive review of the M2 Next 10 Delivery Plan was recently conducted to incorporate updates to the Measure M2 sales tax revenue forecast, external funding assumptions, and project information. As a result of this review, staff has prepared the 2024 update of the Measure M2 Next 10 Delivery Plan. The 2024 update verifies the realization of Measure M2 near-term commitments through fiscal year 2033-34, maintains fiscal sustainability, and strives to deliver transportation benefits expeditiously to the benefit of the Orange County community. The draft update is presented to the Board of Directors for review and approval.

Recommendations

- A. Adopt the 2024 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan.
- C. Direct staff to continue monitoring revenue and project cost shifts that could affect the delivery plan and, if necessary, report to the Board of Directors with changes.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the 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. The M2 Plan defines the general scope of the programs and projects that are to be delivered within four primary categories: freeways, streets and roads, transit, and environmental programs. The M2 Plan summary page is included as Attachment A.

OCTA is committed to delivering the programs and projects in the M2 Plan, fulfilling the promises made to voters. Fulfilling this commitment began with the development of delivery plans to expedite the implementation of M2 projects and programs. The delivery plans validate OCTA's ability to deliver the M2 Plan consistent with commitments to voters, outline a near-term work plan to promote effectiveness and efficiency, establish a common understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA's budgets and financial plans for capital projects. To date, the Board of Directors (Board) has adopted three types of delivery plans:

- The 2007 Early Action Plan to mobilize the M2 Plan;
- The 2012 M2020 Plan to outline a delivery plan through 2020;
- The 2016 Next 10 Delivery Plan (Next 10 Plan) replaced the M2020 Plan and addressed economic changes and impacts to M2 Plan delivery.

Since 2016, the Next 10 Plan has been regularly updated. The latest update of the Next 10 Plan was presented to the Board in November 2023 and spanned fiscal year (FY) 2022-23 to FY 2031-32. The Next 10 Plan is intended to be a living document with delivery time frames that shift every two years to ensure the outlook on revenues, project costs, and delivery schedules remain current and provide a path forward. The draft 2024 update of the Next 10 Plan spans FY 2024-25 to FY 2033-34.

OCTA receives annual updates to the M2 sales tax revenue forecasts; the most recent update was presented to the Board on October 14, 2024. Sales tax collections for FY 2023-24 decreased by 1.8 percent to \$431 million, compared to the prior FY. The 2024 M2 sales tax revenue forecast is estimated to be \$14 billion over the 30-year span of the measure. The latest estimate represents a 5.4 percent decrease from what was included in the 2023 Next 10 Plan. In the long term, the revenue forecasts assume an annual average growth rate of approximately 3.2 percent. While a reduction in sales tax revenues affects all M2 programs, in most areas of the M2 Plan, programs can be scaled to available revenues. The M2 Freeway Program does not have the same flexibility because the general scope of the promised project is defined.

OCTA also monitors construction market conditions key indicators to provide insight on potential construction cost drivers that could affect projects delivered within the Next 10 Plan timeframe. On October 28, 2024, the latest market conditions analysis and forecast was presented to the Board, indicating a

tempering of inflationary pressures in 2025, 2026, and 2027, and a softening macroeconomy. This is due to a decline in residential building permits, an increase in California unemployment rates, and an increase in the cost of construction materials and labor.

Discussion

The 2024 Next 10 Plan, as well as prior delivery plans, were developed based on three fundamental principles: fulfill the commitment to voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. OCTA implements these principles in the following manner. First, the annual review of the Next 10 Plan tests and validates whether the complete M2 Plan can be delivered consistent with the commitments to voters. Second, financial analysis of the latest revenue forecast and project information ensures that the rate of expenditures is financially sustainable and that M2 can withstand economic fluctuations over the life of M2 through 2041. Third, the Next 10 Plan aims to implement projects and programs pragmatically and expeditiously so the public can realize the benefits of M2 as early as possible.

The 2024 update of the Next 10 Plan, included as Attachment B, incorporates the \$14 billion 2024 M2 sales tax revenue forecast, committed external revenues, and refined project information. Through this effort, OCTA can confirm that the M2 Plan remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring. Additional details on Metrolink are included under the transit section of this report. The 2024 update also continues progress on near-term projects and prepares additional projects for delivery while optimizing the level of debt financing, which assumes no additional bond issuances through 2041.

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

The 2024 Next 10 Plan outlines an investment of approximately \$5.6 billion to improve the local transportation system from FY 2024-25 through FY 2033-34 (Attachment C); the planned deliverables along with progress to date are included as Attachment D. The following sections provide a brief overview of what is included in the 2024 Next 10 Plan.

Freeway Program

The M2 Freeway Program consists of 13 projects listed in the M2 Plan, which have been subdivided into 30 project segments for delivery purposes. The included projects have defined project scopes and cannot be scaled to available revenue. As of June 2024, 14 project segments have been completed, four are in construction, and eight are progressing in final design/readying for construction. The remaining three project segments are currently in various stages of project development. With this progress, OCTA remains on track to complete 27 of the 30 freeway projects, effectively 90 percent of the M2 Freeway Program by 2030, ten years in advance of the M2 Plan horizon. This outcome fulfills the goal of delivering project benefits early, despite extraordinary financial and regulatory challenges.

Included in the M2 Freeway Program is the Environmental Mitigation Program (EMP). OCTA has purchased seven properties and is addressing the balance of the freeway program mitigation needs through restoration projects on 12 publicly owned properties. The 2024 Next 10 Plan accounts for the recurring costs for the management and support of the EMP, as well as an annual deposit of approximately \$2.9 million to fund a non-wasting endowment to maintain the purchased properties. While the performance of the endowment fund may affect the timeframe for full funding, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28. Regular reports on the status of the endowment are provided to the Board as a standalone item.

Streets and Roads Program

The M2 streets and roads elements are programmatic and scale to available revenues. The M2 Streets and Roads Program includes three programs: Regional Capacity Program (RCP {Project O}), Regional Traffic Signal Synchronization Program (RTSSP {Project P}), and the Local Fair Share Program (Project Q). The RCP makes funding available on an annual basis to address roadway bottlenecks and close gaps in the regional roadway network. The RTSSP provides ongoing funding support to ensure a network of 2,000 intersections across the County remains coordinated to minimize stop-and-go traffic. Lastly, the Local Fair Share Program will continue to provide flexible funding to local jurisdictions to improve and maintain streets or for other local transportation priorities including residential street projects, bicycle trails, sidewalks, or community transit services. The assumptions for the funding of the three programs remain on a pay-as-you-go basis. The 2024 Next 10 Plan assumes annual calls for projects (call) for Project O and Project P, as well as provide a reliable, flexible funding source for local jurisdictions for transportation improvements through 2041.

Transit Program

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

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. The 2024 Next 10 Plan cashflow includes the assumption of Transit and Intercity Rail Program formula funds to help sustain Metrolink operations. However, without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2037-38. On October 21, 2024, Metrolink implemented a new pilot train schedule which offers increased frequency, better connections, and increased service during weekdays. This optimized schedule aims to address service gaps and make the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail in an effort to broaden their market and increase ridership. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

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

Project S, transit extensions to Metrolink, funds the capital and long-term operating cost of the OC Streetcar, which is slated to be operational in late 2025. OCTA continues to actively manage the contractor to advance the project, however challenges and risks remain. Staff, in coordination with the Federal Transit Administration, have continued to assess the remaining schedule and cost risks.

Project U is made up of three programs: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program. While all three programs adjust to available revenue, the Fare Stabilization Program requires a minimum level of funding, which presented a challenge when sales tax revenues significantly decreased. OCTA proactively addressed this challenge with an early amendment to the M2 Ordinance to provide additional funding by transferring the savings from completed transit projects to this program. The 2024 Next 10 Plan projects adequate and stable funding for all three Project U programs through 2041.

Both Project V and Project W are funded on a pay-as-you-go basis. OCTA continues to communicate with local cities to support successful Project V services and to evaluate opportunities for future service additions. On September 13, 2024, the Board approved programming recommendations for the fifth Project V call, which allows successful services to continue or expand and funds some new services. Through Project W, OCTA will continue to have the capacity to invest in amenities at the County's busiest transit stops.

Environmental Cleanup Program

The Environmental Cleanup Program (ECP) also adjusts to available revenues and is funded on a pay-as-you-go basis. ECP projects prevent the flow of trash and debris into waterways. The 2024 Next 10 Plan assumes continued commitment to annual Tier 1 calls for water quality spot-improvement grants. Timing of Tier 2 calls for larger scale, system-level improvements will be evaluated based on project success, local jurisdiction interest, and detailed cash flow analysis.

Key Risks and Actions to Protect M2 Delivery

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. A table of risks is included on pages six through eight in Attachment B, with the two key risks highlighted below.

- Financial – The 2024 30-year sales tax revenue forecast of \$14 billion represents a decrease compared to prior year forecast. As the M2 program matures, the delivery of more projects will reduce the likelihood of projects being impacted by economic fluctuations. However, it is important to recognize that 17 years of M2 delivery remain; outstanding M2 projects will need to contend with future financial impacts. Additionally, as M2 freeway projects are nearing completion of the design phase or in construction, project cost estimates have a higher level of engineering. As these project costs are revised, they will capture current material and labor costs which experienced extraordinarily high inflation from 2021 through 2023.

Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed, as well as future, state funding opportunities for the M2 Freeway Program. These policies are more suited for the advancement of transit projects where OCTA has more flexibility in defining the scale of project scopes. However, external funding opportunities for transit capital projects are contingent on developing plans to sustain the ongoing operational cost of such services as the grants primarily fund the initial capital costs. As such, managing the costs of the near-term projects is critical. Future updates of the Next 10 Plan may include the outcome of transit project development activities to leverage external funding opportunities.

- **Regulatory** – Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, such as travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. The majority of M2 freeway projects, where this risk could manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery. This risk is compounded by the fact that the current rules do not permit OCTA to take credit for M2-funded services such as regional rail service or community-based transit circulators as complementary measure to deliver balanced mobility solutions.
- **Climate** – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the LOSSAN rail corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located in Orange County, this rail corridor is vital for Metrolink, state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Camp Pendleton. The long-term solution will require collaboration from key stakeholders to develop and implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

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

Summary

Staff has reviewed and updated the Next 10 Plan with the \$14 billion sales tax revenue forecast, revised external funding, and refined project information. Strategic financial decisions to date result in a delivery plan that fulfills OCTA's commitment to the voters of Orange County. The 2024 updated Next 10 Plan is presented for Board review and approval.

Attachments

- A. Measure M Investment Summary
- B. 2024 Update, Next 10 Delivery Plan, 2025-2034, Draft
- C. 2024 Updated Next 10 Delivery Plan, Measure M2 Investments
- D. 2024 Updated Next 10 Delivery Plan, Progress on Deliverables

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Measure M Investment Summary

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

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

DRAFT

NEXT 10

DELIVERY PLAN

2025-2034



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UPDATE

On November 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) will consider adoption of the Draft 2024 Updated Next 10 Delivery Plan (Next 10 Plan). The 2024 update shifts the timeframe of the Next 10 Plan from fiscal year (FY) 2022-23 through FY 2031-32 to FY 2024-25 through FY 2033-34. As such, commitments have been reviewed and adjusted accordingly. The draft 2024 Updated Next 10 Plan also incorporates refined project information including cost estimates, schedules, and available external funding.

Printed November 2024

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

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

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UPDATE

NEXT 10

DELIVERY PLAN



I. DEVELOPMENT OF NEXT 10 PLAN

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1.1. Introduction

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

Since M2 (also branded externally as OC Go) approval, the OCTA Board has continued to pursue the expeditious implementation of M2 through the adoption of delivery plans. These delivery plans validate OCTA's ability to deliver the entire slate of M2 Plan elements, outline a near-term work plan to promote effectiveness and efficiency, establish a common understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA's annual budgets for capital projects. They are developed based on three fundamental principles: to fulfill the commitments as promised to the voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. The goal is to bring transportation improvements to Orange County residents and commuters earlier, and as appropriate, address changes in sales tax revenue projections through strategic financing and augmenting the M2 Program with external revenue.

To date, there have been three delivery plans: Early Action Plan (EAP) adopted in 2007, M2020 Plan adopted in 2012 (intended to go through 2020), and the Next 10 Plan adopted on November 14, 2016. Due to significant changes in sales tax revenue projections, the M2020 Plan was replaced after four years with the Next 10 Plan that covered FY 2016-17 through FY 2025-26. The Next 10 Plan was last updated in 2023 and spanned FY 2022-23 to FY 2031-32. The intent is for the Next 10 Plan to be a living document with delivery time frames shifted every two years to ensure revenue and project information stay current. The 2024 update spans FY 2024-25 to FY 2033-34.

To ensure and reconfirm the ability to deliver M2 through 2041, annual reviews and updates of the Next 10 Plan have taken place incorporating changes in sales tax revenue forecast assumptions, external revenue, and project cost and schedule refinement.

A summary of the adopted Next 10 Plan and annual updates of the base assumptions follow:

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

- The 2017 update incorporated a revised \$13.5 billion revenue forecast and required bonding adjustments and inclusion of the full amount of eligible excess 91 Express Lanes revenue. The update also designated Project I as one of the priority projects for advancement through construction.
- The 2018 update incorporated a revised \$13.1 billion revenue forecast offset by an early \$300 million increase in captured external revenue. The update also responded to construction market concerns of potential project cost increases in the freeway program by incorporating a program level line item for economic uncertainty to ensure OCTA could weather fluctuations in M2 revenue receipts. The 2018 update anticipated up to four bond issuances during the Next 10 Plan period to accommodate market changes if necessary.
- The 2019 update incorporated a revised \$13.4 billion revenue forecast, which was the first increase in the M2 forecast since 2014. The increase was driven by the growing economy and the implementation of the Wayfair decision in California. The Wayfair related legislation enabled the collection of sales tax for out-of-state transactions. As a result of the decision, increased sales tax receipts were incorporated in the short-term forecast provided by MuniServices, LLC, which increased the overall long-term forecast.
- The 2020 update incorporated a revised \$11.6 billion revenue forecast, the lowest since M2 inception. The substantial decrease was driven by uncertainties regarding the economic impacts of the coronavirus (COVID-19) pandemic. The update also shifted the time frame from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning and adjusted commitments as appropriate. To maintain progress on near-term projects and ready additional projects for delivery per Board direction, one bond issuance was anticipated.
- The 2021 update incorporated a revised \$13.2 billion revenue forecast. While the COVID-19 pandemic negatively impacted sales tax revenues through the first half of FY 2020-21, the second half of the FY showed tremendous growth as the Orange County economy began emerging from the pandemic. Sales tax collections for FY 2021-22 grew by 8.6 percent to \$345 million. As a result of higher sales tax collections, the 2021 update reduced the amount of the one bond issuance anticipated.
- The 2022 update incorporated a revised \$15 billion revenue forecast. Orange County's economy continued to strongly emerge from the COVID-19 pandemic. Sales tax collections for FY 2021-22 grew by 23 percent to \$424 million. As a result of the higher sales tax collections, the 2022 update eliminated the one bond issuance with no additional bonding anticipated through 2041.
- The 2023 update incorporated a revised \$14.8 billion revenue forecast. Although sales tax collections for FY 2022-23 grew by 3.35 percent to \$439 million, which is the highest annual sales tax collection for M2, construction market conditions indicate a tempering inflationary environment. The 2023 update maintained no additional bonding assumptions through 2041.

1.2. 2024 Review

The 2024 M2 sales tax revenue forecast of \$14.0 billion was presented to the Board on October 14, 2024. This represents a -5.4 percent, or a \$800 million decrease from what was assumed in the 2023 Next 10 Plan. Sales tax collections for FY 2023-24 decreased by 1.8 percent to \$431 million, compared to the prior FY. Future year annual growth rates are forecasted to average approximately 3.2 percent. While a reduction in sales tax revenues affects the M2 Program as a whole, in most areas of the M2 Plan, programs can be scaled to available revenues.

Staff has reviewed and updated the cash flow for the complete M2 Plan of projects and programs. The 2024 update incorporates the latest M2 sales tax revenue 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 require close monitoring.

1.3. Next 10 Plan Delivery Risks

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. Three key risks are highlighted below.

Financial – The 2024 sales tax revenue forecast of \$14.0 billion represents a \$800 million year-over-year decrease. While this may not affect the M2 programs that can scale to available revenue, programs that cannot do so easily such as Metrolink may be impacted. Additionally, 17 years of M2 delivery remain; fluctuations in economic conditions may affect future sales tax revenue forecasts.

Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed as well as future state funding opportunities for the M2 Freeway Program.

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

Climate – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego - San Luis Obispo rail corridor. These events required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located in Orange County, this rail corridor is vital for State-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Camp Pendleton. The long-term solution will require collaboration from key stakeholders to develop and implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

A summary of risks, explanations, and suggested management actions are included in Exhibit 1. These are tracked, updated, and included in the M2 Quarterly Progress Reports presented to the Board throughout the year.

EXHIBIT 1: SUMMARY OF DELIVERY RISKS

Risk		Explanation	Action
	Moderate		One to Watch
Financial			
1	Sales tax revenues are driven by economic conditions. The 2024 M2 revenue forecast is \$14.0 billion, which represents a \$800 million (-5.4 percent) year-over-year decrease from the 2023 forecast.	While the 2024 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 17 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure delivery of M2 as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for freeway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2024 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates a tempering of inflationary pressures in 2025, 2026, and 2027, and a softening macroeconomy. This is due to a decline in building permits and an increase in California unemployment rates. Additionally, construction materials costs and labor have increased.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs.
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.

Risk	Explanation	Action
<p>5 Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.</p>	<p>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 2024 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.</p>	<p>OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.</p>
<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>

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

1.4. Guiding Principles

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

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

1.5. Updated Next 10 Plan Deliverables

Significant M2 progress and accomplishments have been made since 2007. The 2024 update of the Next 10 Plan confirms that M2 can be delivered consistent with the commitment to voters, however, Metrolink operations still require close monitoring. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from FY 2024-25 through FY 2033-34, equating to approximately \$5.6 billion invested to improve the local transportation system.

Freeways

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

Status: The M2 Freeway Program is currently made up of 30 projects/project segments of which 14 have been completed to date. Deliverable 1 includes 13 projects to be delivered through construction. Exhibit 2 reflects the projects along with latest phase, schedule and cost information. For more details, see updates in Section 2.1.

EXHIBIT 2: PHASE, SCHEDULE, AND COST FOR DELIVERABLE 1 PROJECTS

In Construction		Construction Complete	Cost*
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2025	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/ La Paz Road Interchange	2024	\$230.3
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$209.3
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	SR-55 between Interstate 405 (I-405) and I-5	2027	\$505.7
		Subtotal	\$1,187.1
In Design		Construction Complete	Cost*
5. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
6. Project B	I-5 between Yale Avenue and SR-55	2029	\$258.2
7. Project F	SR-55 between I-5 and SR-91	2029	\$131.3
8. Project G	SR-57 Northbound from Orangewood Avenue to Katella Avenue	2028	\$114.9
9. Project I	SR-91 between SR-55 and Lakeview Avenue	2028	\$134.0
10. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4

In Design						Construction Complete	Cost*
11. Project I	SR-91 between Acacia Street and La Palma Avenue					2029	\$238.5
12. Project M	I-605 Katella Avenue Interchange					2026	\$49.7
						Subtotal	\$1,365.5
In Environmental						Construction Complete	Cost*
13. Project J	SR-91 between SR-241 and Orange/Riverside County Line					2030	\$161.8 ^{1,2}
						Deliverable 1 Total	\$2,714.4

*Cost in millions

The completion of these 13 projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see program updates in Section 2.1.

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

Status: The three remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2034, making them shelf-ready for future advancement. Exhibit 3 reflects these projects with updated environmental clearance schedules and estimated costs. For more details, see program updates in Section 2.1.

EXHIBIT 3: ENVIRONMENTAL CLEARANCE SCHEDULE AND COST FOR DELIVERABLE 2 PROJECTS

Remaining Projects		Environmentally Clear Shelf-Ready	Cost*
1. Project D	I-5 El Toro Road Interchange	2026	\$120.5 ^{2,1}
2. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2029	\$226.0 ²
3. Project L	I-405 between I-5 and SR-55	2018	\$269.6 ^{0,0}
Remaining M2 Freeway Projects Total			\$616.1 ³⁰

*Cost in millions

¹ Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

² These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

³ The total will be revised once the two remaining projects (Project D and G) have a selected project alternative and complete environmental clearance.

Streets and Roads

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

Status: Since inception, OCTA has awarded approximately \$556.6 million in competitive funding through the Regional Capacity Program (RCP {Project O}) and Regional Traffic Signal Synchronization Program (RTSSP {Project P}) through annual competitive calls for projects (call). Additionally, \$736.3 million^{4,5} in Local Fair Share (LFS {Project Q}) funds have been distributed to local jurisdictions. For more details, see program updates in Section 2.2.

Transit

4. **Maintain Metrolink service (Project R).**

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

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 farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

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

⁴ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁵ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.

Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time. OCTA will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include installation of all tracks and overhead contact system poles, continued installation of overhead wires, train warning, and gate systems, and continued construction of the Maintenance and Storage Facility (MSF). All eight cars are complete and are in storage at the vehicle manufacturer's storage facility. Construction is anticipated to be complete to begin revenue operations in late 2025. For more details, see project updates in Section 2.3.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$134.7 million^{6,7} has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see program updates in Section 2.3.

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

Status: Since inception, OCTA has approved 49 projects and ten planning studies totaling approximately \$96.1 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 17 projects are active, 15 are planned, 13 have been cancelled (primarily due to low ridership), and four have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see program updates in Section 2.3.

⁶ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁷ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.

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

Status: Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 59 improvements have been completed, 53 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see program updates in Section 2.3.

Environmental

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

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

OCTA makes annual endowment deposits of approximately \$2.9 million. As of June 30, 2024, the endowment balance was \$28,424,735. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. For more details, see program updates in Section 2.1.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$40.3 million in funding for 233 Tier 1 projects through 14 calls and \$34.9 million for 26 Tier 2 projects through three calls. For more details, see ECP updates in Section 2.4.

1.6. Oversight and Safeguards

The 2024 Next 10 Plan is taking place with the full oversight and regular reporting promised to the voters. Regular progress reports on implementing the Next 10 Plan are included in the M2 Quarterly Progress Reports that are prepared for the Board. These reports are included on the OCTA website to ensure accessibility and transparency of the information. Contact information for the OCTA staff member responsible for each program or project is also included.

Additionally, as specified in Ordinance No. 3 (M2 Ordinance), Section 10, there will be three performance assessments conducted during the Next 10 Plan time frame. Performance assessments are to be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA in satisfying the provisions and requirements of the M2 Plan and M2 Ordinance. These assessments will take place during 2027, 2030, and 2034. The most recent performance assessment covering FY 2017-18 through FY 2020-21 was completed and presented to the Board in April 2022. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. The performance assessment covering FY 2021-22 through FY 2023-24 is currently underway and is anticipated to be presented to the Board in early 2025.

Also included in the M2 Ordinance, Section 11, is a ten-year comprehensive review of M2 programs and projects, which will be completed during the Next 10 Plan time frame. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. A second review is underway and is anticipated to be presented to the Board in late 2025. The ten-year review includes a comprehensive review of all projects and programs implemented under the M2 Plan to evaluate the performance of the overall program and may result in revisions to further improve performance.

1.7. Sustainable Communities Strategy

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

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

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

- New transit connections between major Orange County activity areas that reduce the need for short automobile trips;

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

The M2 freeway EMP has preserved 1,300 acres of wild lands that will be converted to the Preserves to enhance connectivity and wildlife movement between existing conservation areas – such as the Cleveland National Forest, the Chino Hills State Park, and the Irvine Ranch Conservancy lands – and to coastal areas. Furthermore, the program also provides critical habitat for endangered or listed species. Additionally, since M2 inception, the ECP has awarded 259 projects totaling over \$75.2 million to treat storm water runoff and help keep waterways and beaches clean in Orange County.

The aforementioned transit, local streets, and environmental programs collectively contribute to and enhance the quality of life, as well as provide a sustainable future, and an efficient transportation system that benefits the region.

Brief summaries of the specific programs are listed below.

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

1.8. Updated Next 10 Plan Funding Assumptions

The 2024 update of the Next 10 Plan includes funding assumptions for revenue and expenses that are merged into a high-level cash flow model. This effort was conducted to ensure the complete M2 Program could be delivered consistent with commitments provided to the voters as part of M2 approval in November 2006. Revenues are expected to fluctuate over time. The M2 expenditure plan includes programmatic items which are adjusted according to available revenues. However, the freeway portion defines specific project scopes which cannot be easily adjusted to revenue fluctuations. The revenue assumptions incorporate the latest 2024 M2 sales tax revenue forecast of \$14.0 billion and prior commitments in programmed local, state, and federal external revenues.

To support project delivery schedules in the Freeway Program, bond assumptions were included in earlier updates of the Next 10 Plan. While there has been a decrease in the M2 revenue forecast since the 2023 update, no additional bond issuances are planned through 2041. Bonding capacity is available, as OCTA's debt coverage ratios are well above the allowable amount of 1.3x. The minimum forecasted debt coverage ratio during the Next 10 Plan time frame is 9.1x in 2024. This offers significant financial protection against unforeseen economic changes related to project delivery. For a more detailed discussion on assumed revenues, costs, and debt service, see Section 3.1 of the Appendix.

Funding for the freeway mode assumes \$9.1 billion in total revenue, with costs for the same period totaling \$8.7 billion. To date, OCTA has been very successful in capturing external funding to offset reductions in sales tax revenue and preserve M2 funds. The long-term M2 freeway plan relies on the total receipt of approximately \$1.8 billion in state and federal revenues. Additionally, the program includes \$656 million in net excess 91 Express Lanes revenue and \$495 million in bond proceeds.

As a result of the lower forecasted sales tax, the freeway program net sales tax revenue through 2041 decreased by approximately \$244 million. In addition, each project in the freeway program was reviewed and cost estimates updated. With the majority of projects now either nearing completion of the design phase or in construction, project cost estimates have a higher level of engineering and are therefore better defined. The 2024 update captures some of these revised cost estimates, which reflect increased material costs that experienced high inflation from 2021 through 2023. While net revenues decreased, no future bonding assumptions are included in the 2024 Next 10 Plan update, which provides significant savings in the freeway program while maintaining project delivery schedules. Economic uncertainties were reduced, with the majority of the funds available between FY 2034-35 and FY 2040-41. As noted earlier, there is significant bonding capacity available should the freeway program require additional revenue to support project expenses.

Funding for the streets and roads mode assumes \$5.2 billion in total revenue, with costs for the same period totaling \$5.1 billion. The projects within the Streets and Roads Program are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. The Streets and Roads Program relies on the total receipt of approximately \$572.6 million in external revenues (state, federal, and local) primarily for the OC Bridges grade separation projects. For more details, see Section 3.1 of the Appendix and the project updates contained in their respective sections.

For the transit mode, \$4.3 billion in total revenue is assumed, with costs for the same period totaling \$4.2 billion. The majority of projects within the Transit Program are scaled to available revenue with the exception of Project U's Fare Stabilization Program. The M2 Ordinance specifically requires that the Fare

Stabilization Program subsidize fares for seniors and persons with disabilities to the extent of maintaining the reduced fare rate effective on July 24, 2006, through FY 2040-41. While this program is not scalable, it remains solvent due to OCTA's proactive amendment to the M2 Ordinance. The remaining transit mode programs are assumed on a pay-as-you-go basis. The funding for the transit mode assumes the total receipt of \$726.4 million in local, state, and federal revenues. This number is inclusive of \$158.4 million in Federal New Starts and \$175.4 million in State Cap-and-Trade revenues to partially fund the OC Streetcar project. For more detailed program assumptions for the Transit Program, see the Appendix.

The ECP assumes \$279.4 million in total revenue, with costs for the same period totaling \$261 million. The projects within the ECP are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. For more detailed program assumptions for the ECP, see Section 3.1 of the Appendix.

1.9. Financing

The Board's vision in developing the EAP created a great opportunity for the M2 Program. While the economy took a significant downturn due to the 2008 Great Recession, OCTA advanced projects years before revenue became available. Projects were accelerated, making them shelf-ready. This allowed OCTA to capture significant one-time external funding provided through State Proposition 1B and the American Recovery and Reinvestment Act. Using the revised forecasting methodology implemented in March 2016, the 2024 M2 sales tax revenue forecast is \$14.0 billion.

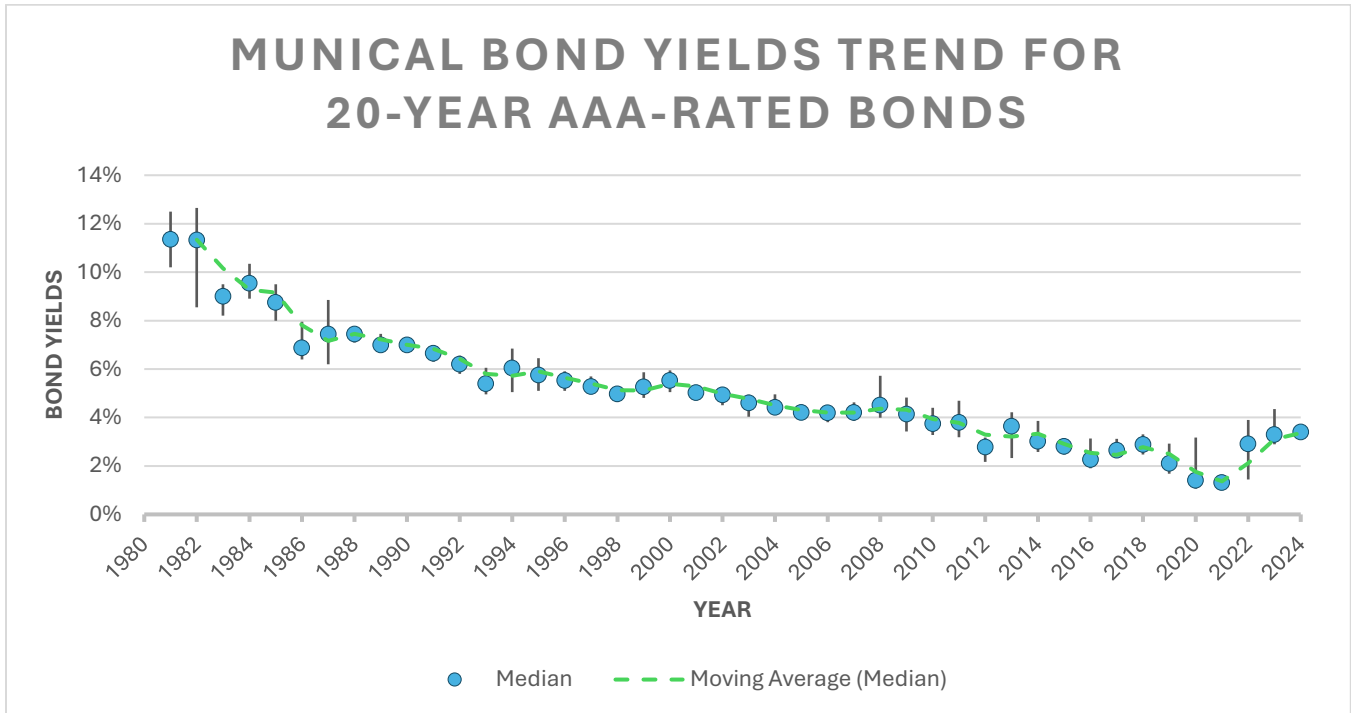
When it comes to the bidding environment, OCTA significantly benefited during the recession by capitalizing on a low-cost environment with early project development and acceleration. When the M2020 Plan was adopted in late 2012, staff reported that freeway construction bids were consistently coming in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

This year's update assumes no additional bonding is required through 2041. The update also continues to maintain prudent annual ending balances and an economic uncertainties allowance, which provides continued financial stability in the event of additional financial fluctuations.

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

While the current cost of debt remains relatively low and trending upwards, there are no additional issuances planned through 2041. Current 20-year bond rates have increased 16 basis points from last year from 3.28 percent to 3.44 percent. See Exhibit 4 showing historical issuance rates of 20-year bonds.

EXHIBIT 4: HISTORICAL ISSUANCE RATES AND MUNICIPAL BOND YIELDS FOR 20-YEAR BONDS



Source: TM3 AAA 20-year GO Bonds (inception through 2010), Bloomberg index of AAA 20-Year Municipal Bonds (2011 to date)

OCTA has a strong track record of successfully delivering projects by utilizing bond financing, as seen in M1, as well as M2, under the EAP and M2020 Plan. While the 2024 Next 10 Plan anticipates no bond financing for the Freeway Program through 2041, OCTA has significant bonding capacity available should the freeway program require additional revenue to support project expenses.

1.10. Future Outlook

As noted in the Next 10 Plan Delivery Risks in Section 1.3, major capital work is underway in the Southern California region that may impact OCTA's ability to secure resources needed for future project and program delivery. Competition for available resources for capital projects has increased with the major capital work currently underway in Los Angeles, Riverside, and San Bernardino counties. For future projects going forward, engineers, right-of-way (ROW) experts, skilled labor, and materials will be in higher demand.

In September 2017, the Board was presented with a Market Conditions Forecast and Risk Analysis report conducted by economists Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council (OCBC). The result of this analysis identified strong potential for OCTA to experience an increasing-cost environment in the near term. Recognizing the benefits of proactive monitoring and forecasting of market conditions, the Board directed staff to continue to work with OCBC and provide OCTA with cost risk factors for project delivery.

In October 2024, OCBC provided an updated forecast to the Board for 2025 through 2027. OCBC tracked relevant market data and indicators, performed analytics, and incorporated this analysis to provide OCTA

with a range of potential cost fluctuations through the use of an Infrastructure Construction Cost Pressure Index (ICCPI), as reflected in Exhibit 5. The ICCPI incorporates a detailed trend analysis of building permits, unemployment rates, localized labor costs, material costs and general economic conditions.

EXHIBIT 5: ICCPI RANGE OF COST FLUCTUATIONS

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

OCBC forecasts a score of three in 2025, which represents a potential cost fluctuation range of two percent to six percent. The forecast for 2026 and 2027 drops to a score of two, which anticipates a tempering of economic conditions. Exhibit 6 summarizes the forecasts. The updated forecast points to a gradual decline of inflation with the most recent data available. Major drivers include the decline of building permits, an increase in unemployment rates, and rising construction wages. While Portland Cement Concrete pavement and structural steel prices have increased significantly, the cost of Portland Cement Concrete structure and steel bar has declined on an annualized basis.

EXHIBIT 6: OCBC ORANGE COUNTY TRANSPORTATION ICCPI SCORE

OCBC Orange County Transportation ICCPI Score, 2025-2027		
Year	Index Score	Range of Cost Fluctuation
2025	3	2% - 6%
2026	2	1% - 2%
2027	2	1% - 2%

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

- Significant downward revisions in labor market data could influence federal policy decisions;
- Rising wages coincide with record-high consumer debt, potentially affecting future spending; and
- Political and economic uncertainty is creating both domestic and international instability.

To mitigate cost pressures, OCTA's Project Controls Department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls' cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA's cost estimates have included a three percent escalation, which, on average during this time frame, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 to five percent for construction escalation, as well as incorporating contingency based on the project phase and complexity, is staff's preferred approach to cost estimating.

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24**
UPDATE

NEXT 10

DELIVERY PLAN



II. MEASURE M2 TRANSPORTATION INVESTMENT PLAN



Local Tax Dollars at Work

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NEXT 10

DELIVERY PLAN

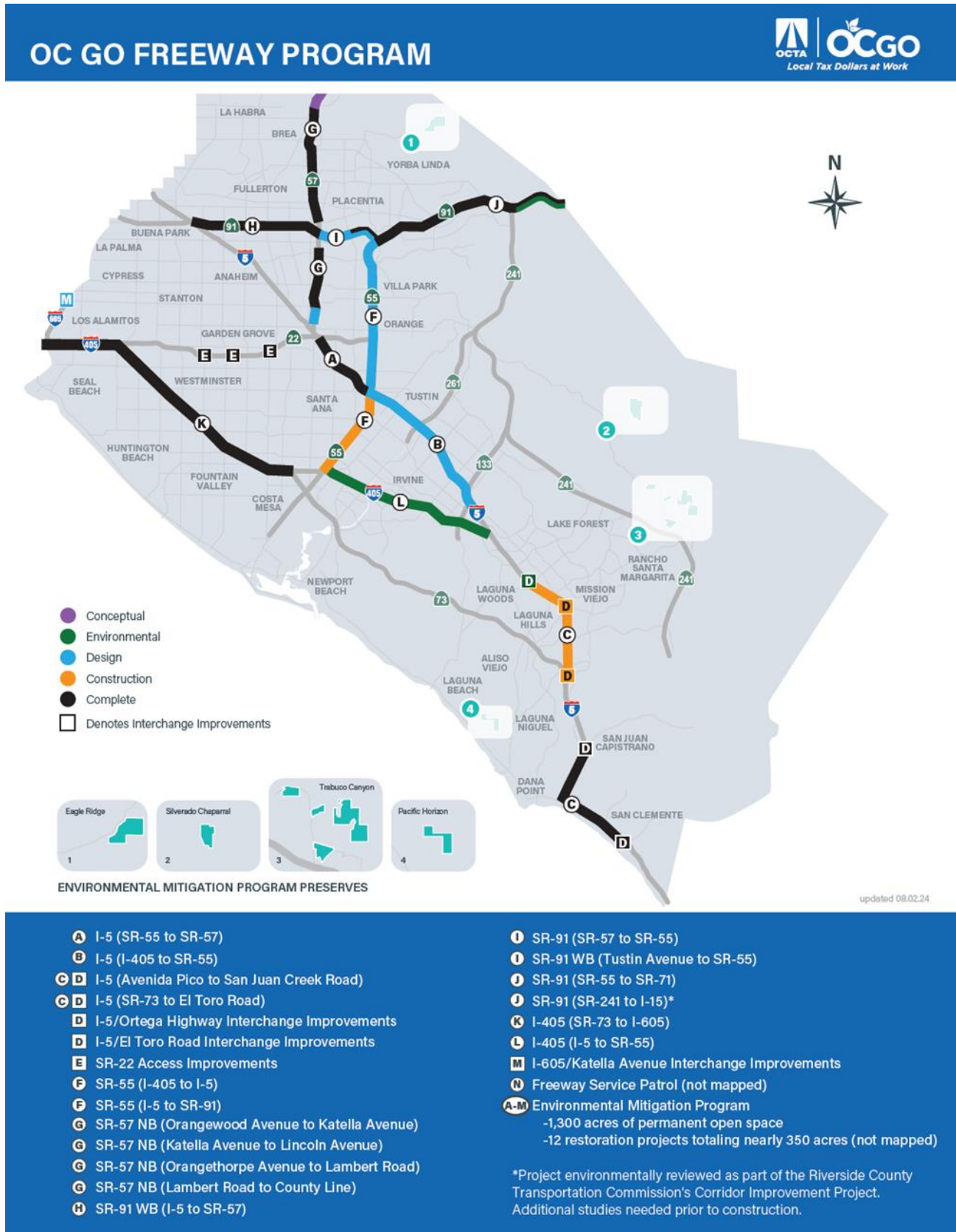


2.1 FREEWAY PROGRAMS

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EXHIBIT 7: OC GO FREEWAY PROGRAM COUNTYWIDE MAP






Local Tax Dollars at Work

2024 NEXT 10 DELIVERY PLAN | 25



EXHIBIT 8: OC GO FREEWAY PROJECTS THROUGH CONSTRUCTION

2024
UPDATE

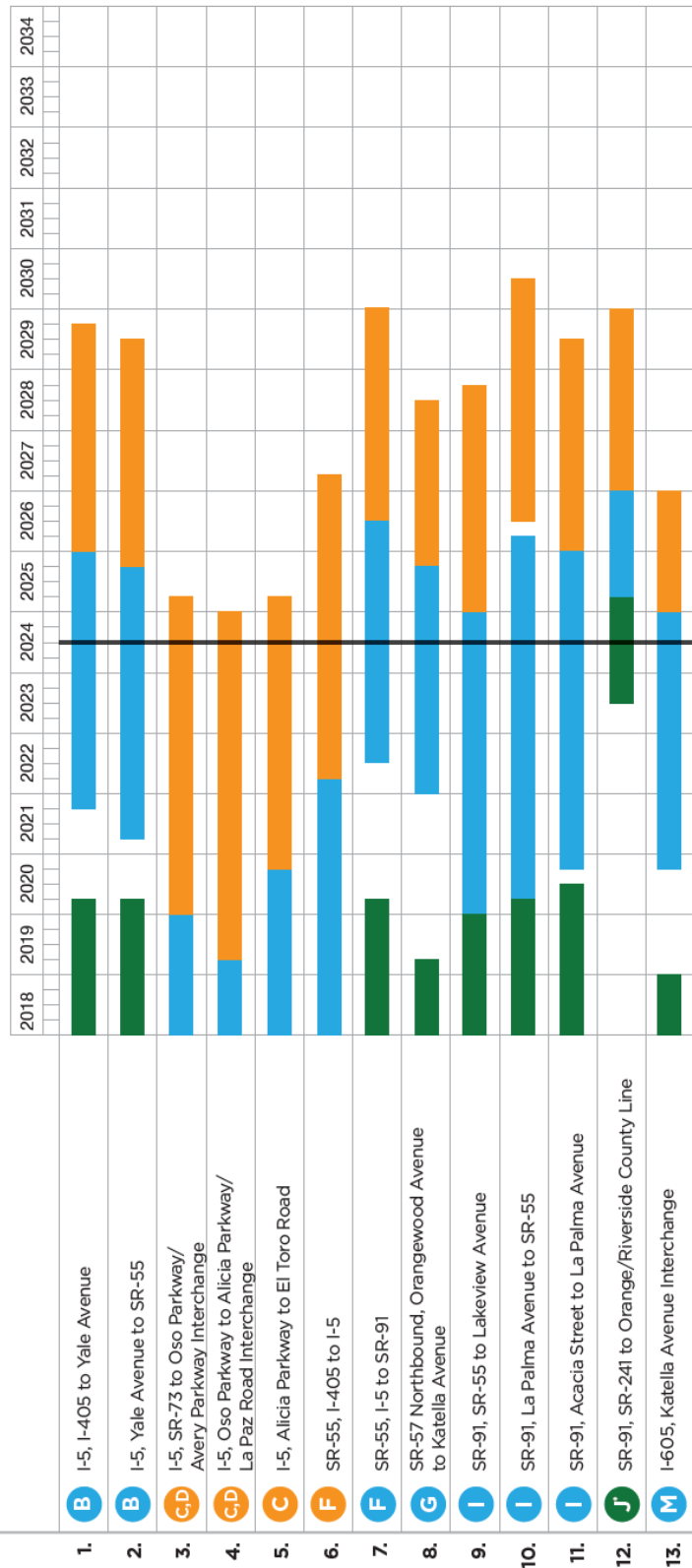
NEXT 10
DELIVERY PLAN

Environmental

Design/Advertise & Award

Construction

OC Go Freeway Projects Through Construction



Please note that schedules are updated as of June 30, 2024. Shown schedules are subject to change.

*RCTC is the lead agency for advancing the environmental phase of the 91 Eastbound Corridor Operations Project (operational lane from SR-241 to SR-71) which began in June 2023. Future phases are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

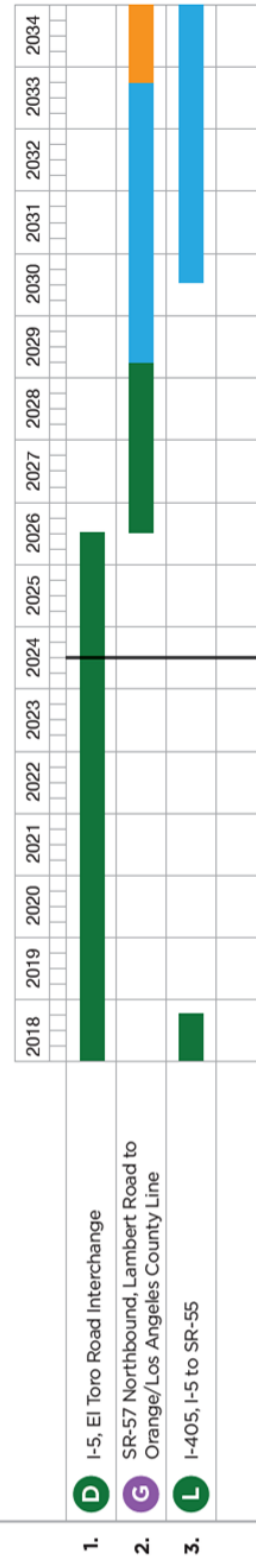


EXHIBIT 9: OC GO FREEWAY PROJECTS THROUGH ENVIRONMENTAL PHASE/SHELF READY



Conceptual
Environmental
Design/Advertise & Award
Construction

OC Go Freeway Projects Through Environmental Phase/Shelf Ready



Please note that schedules are updated as of June 30, 2024. Projected and active project schedules are subject to change. The Next 10 Plan provides direction through 2034. Schedules and revenues will be reviewed annually. The Board will adopt an updated delivery plan to provide direction on further advancement as appropriate.



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2.1. Freeway Program

Overview:

The Freeway Program accounts for 43 percent of the M2 Program. Over the life of M2, approximately \$6.0 billion is expected to be generated in sales tax revenues for freeway Projects A-N (not including the five percent of net revenues apportioned to the EMP). Improving Orange County freeways is a major investment of the M2 Program.

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

- Bring congestion relief.
- Deliver projects using the guiding principles.
- Work with California Department of Transportation (Caltrans) to seek cost effective measures on freeway projects through changes in scope and design parameters where possible.
- Tightly manage project scopes and schedule to reduce cost escalation risk.

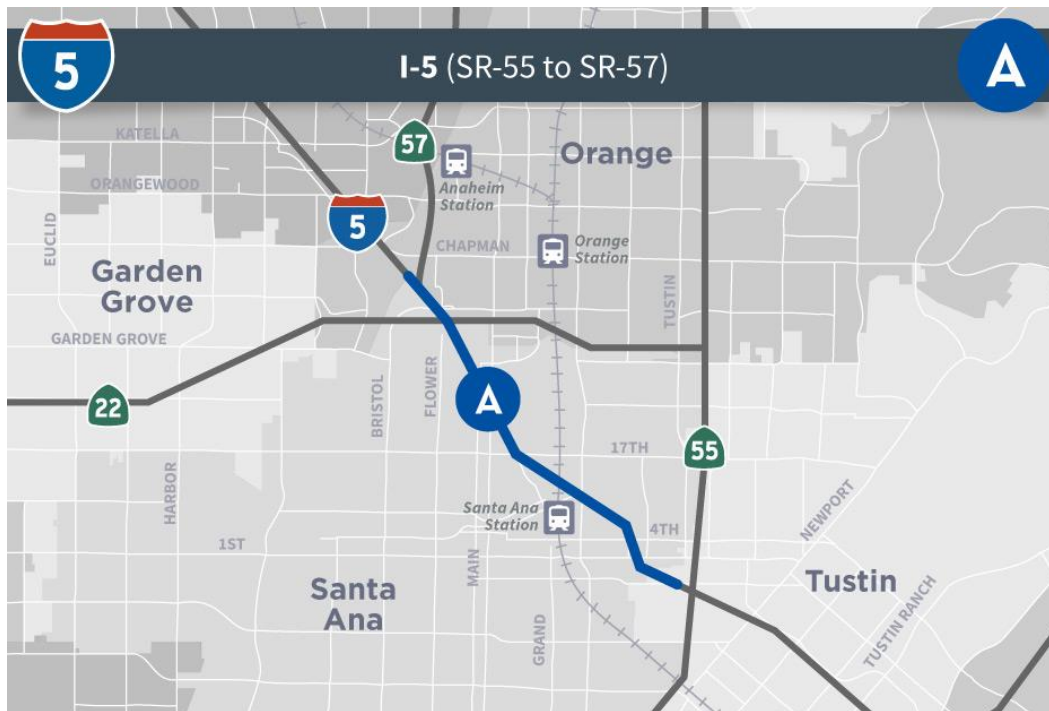
Next 10 Plan Deliverables:

When M2 originally passed, 13 freeway projects were highlighted in the M2 Plan. Since then, these projects have been segmented into 30 projects or project segments. For a list of completed projects, see Exhibit 31 in the Appendix. Significant progress of the freeway program is included in the Next 10 Plan deliverable goals through 2034:

1. Deliver construction of 13 freeway projects or project segments: five along I-5, two along SR-55, four along SR-91, one along SR-57, and one at the I-605 Interchange (Projects B, C, C/D, F, G, I, J, and M). See Exhibit 8.
2. Prepare the remaining three project segments for delivery. This includes one on I-405 and SR-57; and one interchange project at I-5, El Toro Road (Projects D, G, and L). See Exhibit 9.

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

EXHIBIT 10: PROJECT A – MAP OF APPROXIMATE LIMITS



Description:

Project A reduced freeway congestion by adding a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions on I-5 between SR-55 and SR 57. See Exhibit 10 for a map of the approximate limits. The project was generally constructed within the existing ROW.

Cost:

\$38.85 million.

Status:

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


Benefits:

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

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

External Funding:

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



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

Risks:

None – project completed.

Related Projects:

Projects B and F.

Other Involved Agencies:

CTC, Caltrans, City of Santa Ana, Federal Highways Administration (FHWA), and Metrolink.

Assumptions:

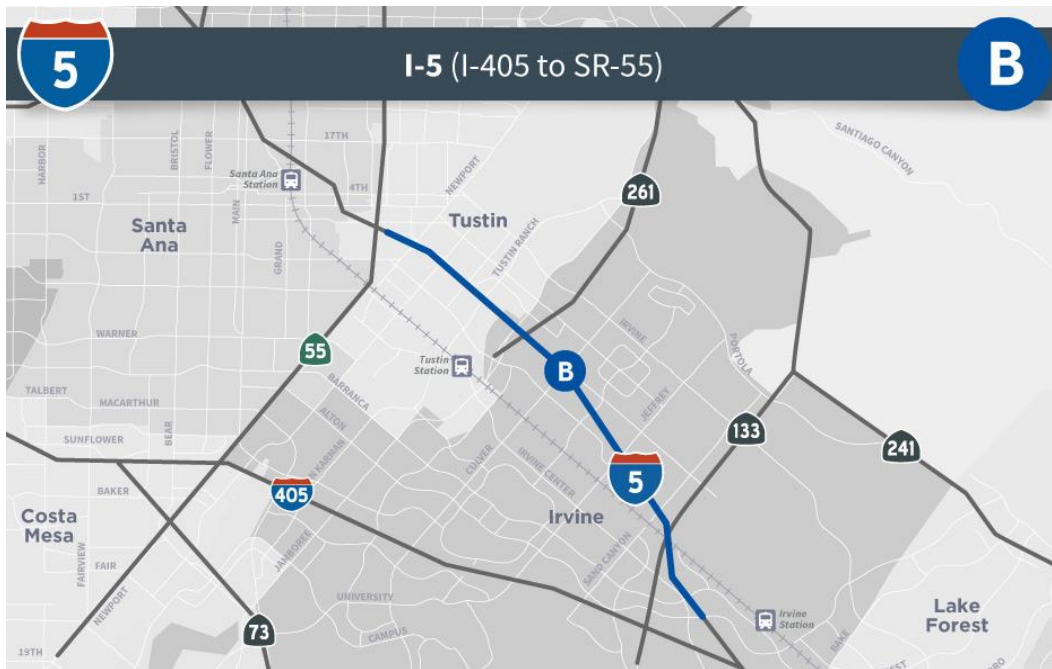
Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 11: PROJECT B – MAP OF APPROXIMATE LIMITS



Description:

Project B will reduce congestion by constructing new general purpose lanes in both directions and improving key interchanges in the area between SR-55 and State Route 133 (near the El Toro “Y”). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Santa Ana, and Tustin, and north Orange County. See Exhibit 11 for a map of the approximate limits. The project will generally be constructed within the existing ROW. The project is divided into two segments as described below.

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

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

Cost:

Segment 1: \$230.48 million (Year of Expenditure [YOE]).

Segment 2: \$258.17 million (YOE).

Status:

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

Segment 1: Final design was initiated in October 2021 and is anticipated to be complete in late 2024/early 2025. Construction is anticipated to begin in spring 2026.



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

Segment 2: Final design was initiated in May 2021 and completed in August 2024. Construction is anticipated to begin in late 2025.

Benefits:

Project improvements would alleviate congestion and reduce delays.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$52.89 million in federal funds and \$106.71 million in state funds.

Segment 2: \$32.53 million in federal funds.

Risks:

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

Related Projects:

Projects A and F.

Other Involved Agencies:

Caltrans, cities of Irvine and Tustin, and FHWA.

Assumptions:

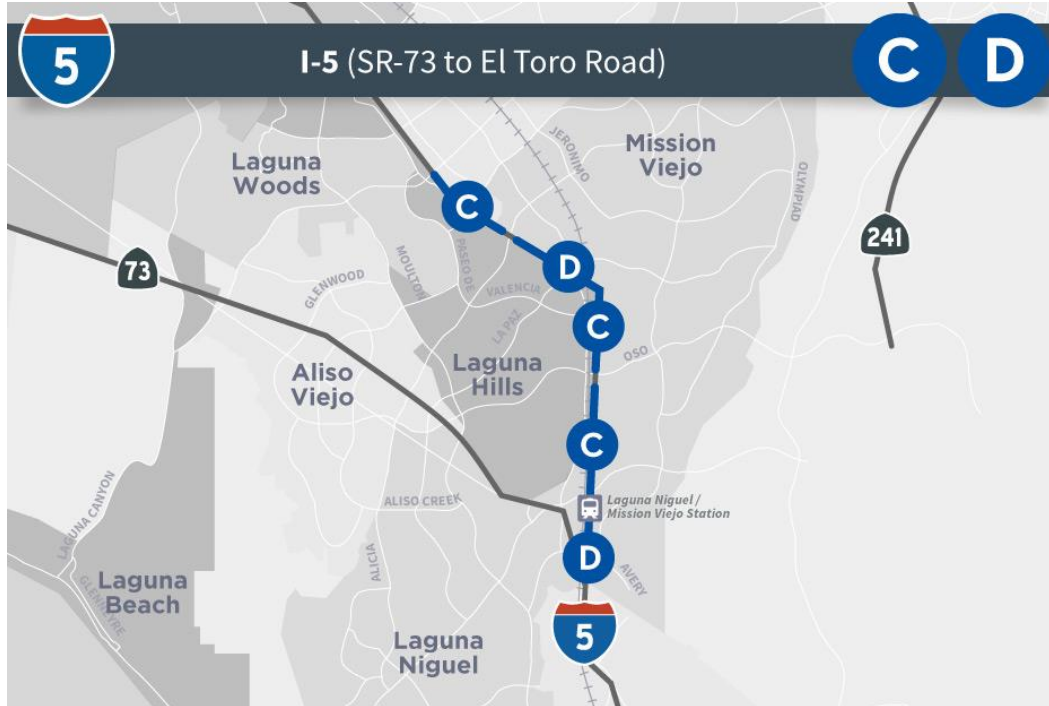
Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 12: PROJECT C,D – MAP OF APPROXIMATE LIMITS



Description:

Project C will add new lanes to I-5 from El Toro Road in the City of Lake Forest to the vicinity of SR-73 in the cities of Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, and Mission Viejo. Additional improvements include continuous HOV access completion and major improvements at the Avery Parkway and La Paz Road interchanges, as part of Project D. The project will generally be constructed within the existing ROW. See Exhibit 12 for a map of the approximate limits. This project is divided into three segments as described below.

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

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

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



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

Cost:

Segment 1: \$229.38 million (YOE).

Segment 2: \$230.35 million (YOE).

Segment 3: \$209.27 million (YOE).

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

Status:

Segment 1: Construction began in January 2020 and is anticipated to be complete and open to traffic in early 2025.

Segment 2: Construction began in April 2019 and is anticipated to be complete and open to traffic in late 2024.

Segment 3: Construction began in October 2020 and is anticipated to be complete and open to traffic in early 2025.

Benefits:

This project will help alleviate congestion and reduce traffic delays. The second HOV extension for segment 3 will enable more efficient operation of general purpose lanes for future projected traffic volumes. Adding an additional general purpose lane and auxiliary lanes in Segments 1 and 2 will accommodate future projected traffic volumes. The I 5/La Paz Road and I 5/Avery Parkway interchange improvement projects called for in M2 Project D will reduce chokepoints and congestion, as well as accommodate future traffic demands on the local roads at each interchange.

External Funding:

The Board has approved funding that supports this project including:

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

Segment 2: \$56.60 million in federal funds.

Segment 3: \$54.63 million in federal funds and \$16.92 million in state funds.


Additionally, \$790,000 in federal funds and \$6.00 million in state funds have been approved for landscape planting across all three segments.

Risks:

Coordination between the three segments on striping, lane closures, and closeout activities pose risks to project schedule and cost.

Related Projects:

Project C (I-5, Avenida Pico to San Juan Creek Road) and Project D (I-5, El Toro Road Interchange).



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

Other Involved Agencies:

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

Assumptions:

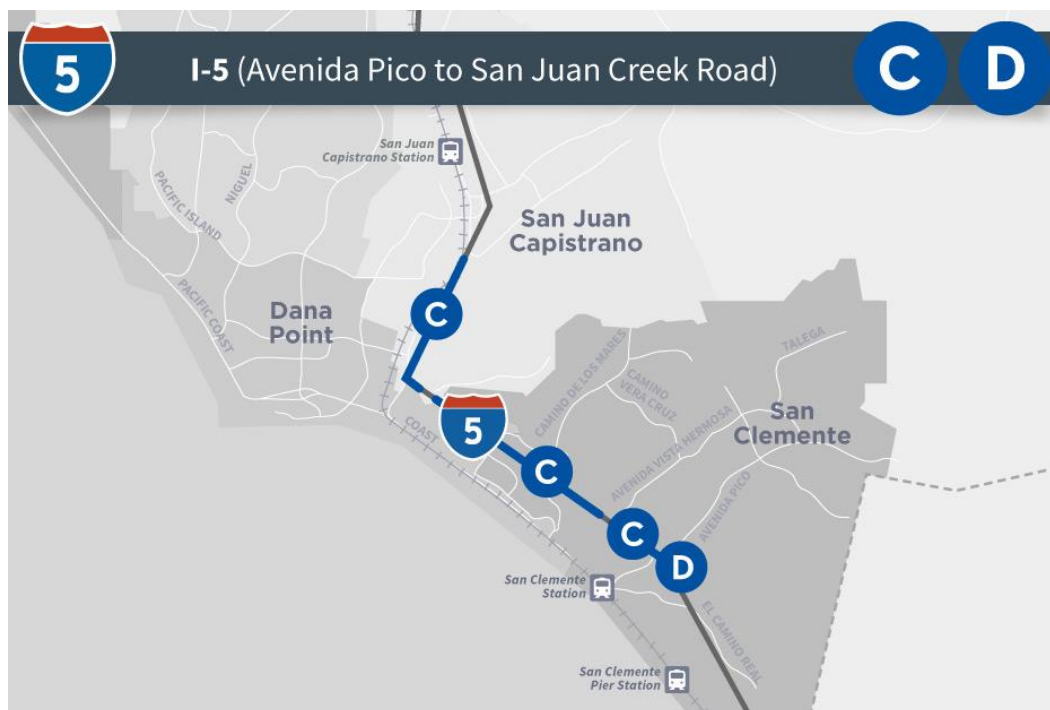
Costs are based on June 2024 (Segments 1 and 2 and revised cost estimates for segments 3) M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report (Segment 1 and 2)
- July 2024 Project Status Report (Segment 3)
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 13: PROJECT C,D – MAP OF APPROXIMATE LIMITS




Description:

Project C extended the HOV lanes on I-5 from Avenida Pico to San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano. Major interchange improvements were also included at Avenida Pico, as part of Project D. See Exhibit 13 for a map of the approximate limits. This project was generally constructed within the existing ROW and was divided into three segments as described below.

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

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

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



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

Cost:

Segment 1: \$83.60 million.

Segment 2: \$75.26 million.

Segment 3: \$74.27 million.

Status:

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

Benefits:

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

External Funding:

The Board approved funding that supported these projects including:

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

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

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

Risks:

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

Related Projects:

Project D.

Other Involved Agencies:

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

Assumptions:

Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

D. I-5 (El Toro Road Interchange)

EXHIBIT 14: PROJECT D – LOCATION OF IMPROVEMENT



Description:

Proposed Project D improvements at I 5/El Toro Road Interchange include modifying entrance and exit ramps and modifying or replacing existing bridge structures. See Exhibit 14 for the location of improvement.

Cost:

\$120.51 million (YOE) is currently included in the cash flow. However, once the selected project alternative is determined this will need to be updated.

Status:

The environmental phase for this project began in April 2017. The Next 10 Plan includes funding this project through environmental. This project has faced challenges determining a build alternative that has local support and consensus with the three stakeholder cities (cities of Laguna Hills, Laguna Woods, and Lake Forest). Built into M2 is a promise that projects will be delivered in cooperation with local agencies. A consultant was retained in September 2020 by OCTA to provide further assessment of the build alternatives to help facilitate reaching an agreement. The draft final assessment study was completed in October 2021. An agreement has been made with Caltrans and the three cities to include two new alternatives, in addition to the two alternatives from the draft environmental document, to be incorporated into the environmental phase. The environmental phase of this project is anticipated to be complete in summer 2026.

Benefits:

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



D. I-5 (El Toro Road Interchange)

External Funding:

The Board has approved \$9.21 million in federal funds for the environmental phase. Future phases are also eligible for state and federal funds. Any additional funding is expected to be submitted for Board approval at a later time.

Risks:

Overall time, scope, and cost risks are high with this project due to the challenging project area with significant ROW impacts with study alternatives under consideration. Community concerns have resulted in a lack of consensus between the three stakeholder local jurisdictions. This project will need local jurisdiction consensus, before moving forward.

Related Projects:

Project C.

Other Involved Agencies:

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

Assumptions:

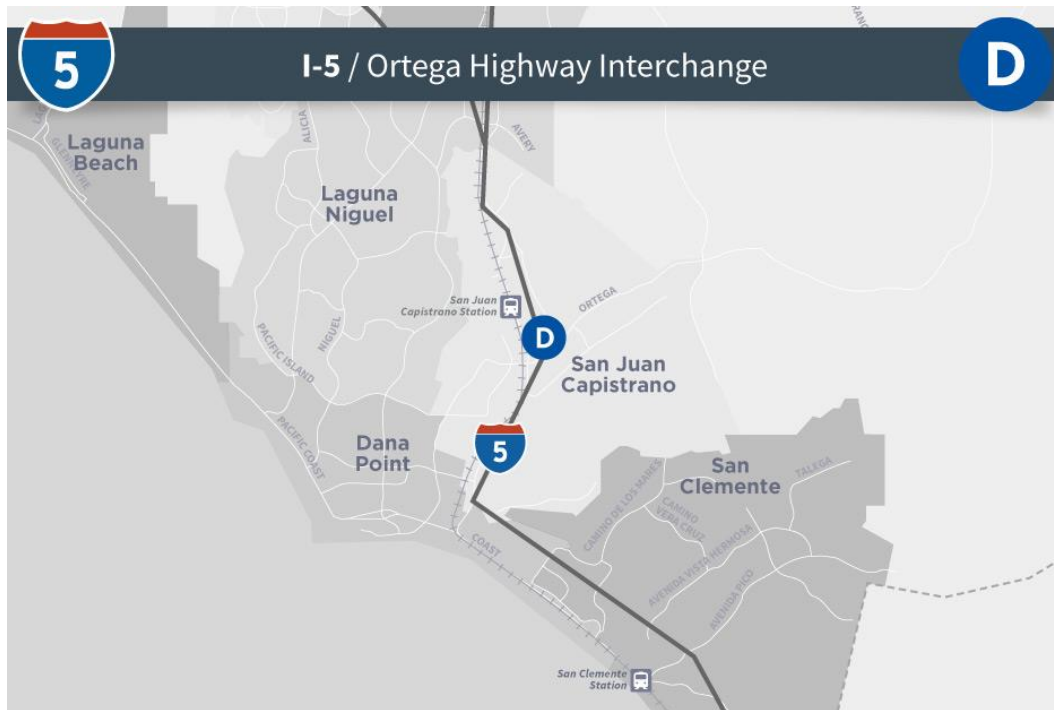
Cost based on conceptual estimates, which was incorporated in the June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

D. I-5 (Ortega Highway Interchange)

EXHIBIT 15: PROJECT D – LOCATION OF IMPROVEMENT



Description:

Project D improvements included reconstructing the I-5 interchange at State Route 74 (SR-74) in south Orange County, as well as widening SR 74, modifying entrance and exit ramps and replacing the existing bridge structure. See Exhibit 15 for the location of the improvement.

Cost:

\$79.80 million.

Status:

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

Benefits:

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

External Funding:

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

Risks:

None – project completed.

Related Projects:

Project C.



D. I-5 (Ortega Highway Interchange)

Other Involved Agencies:

Caltrans, City of San Juan Capistrano, and CTC.

Assumptions:

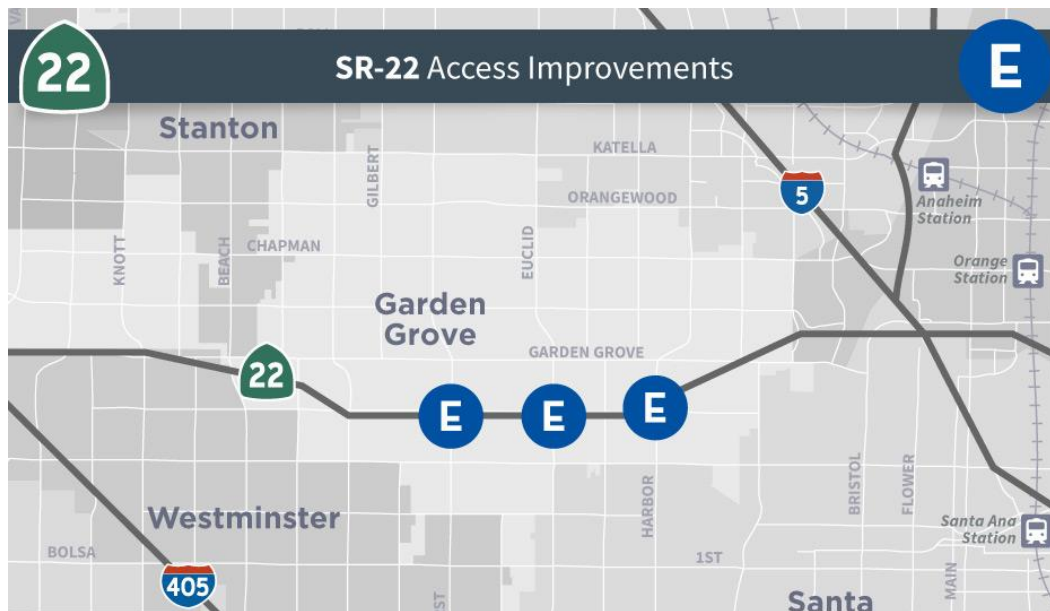
Cost based on January 2020 Project Status Report, which was incorporated in the June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- January 2020 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

E. SR-22 Access Improvements

EXHIBIT 16: PROJECT E – LOCATION OF IMPROVEMENTS



Description:

Project E constructed interchange improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard to reduce freeway and street congestion near these interchanges. See Exhibit 16 for the location of the improvements.

Cost:

\$25.80 million.

Status:

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

Benefits:

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

External Funding:

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

Risks:

None – project completed.



E. SR-22 Access Improvements

Related Projects:

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

Other Involved Agencies:

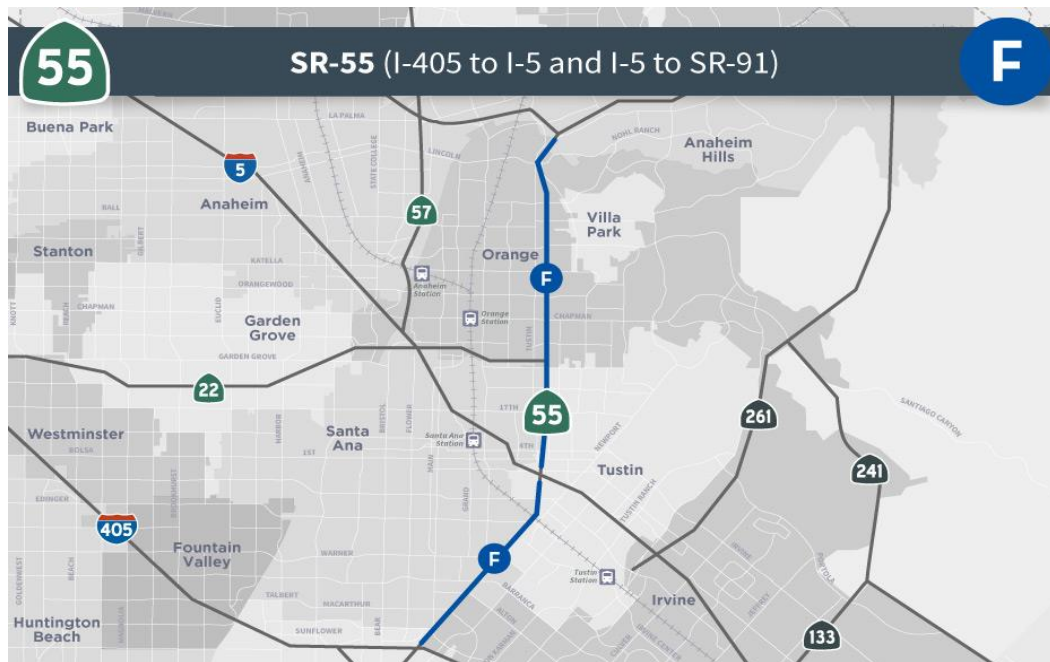
Caltrans and City of Garden Grove.

Assumptions:

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

F. SR-55 Improvements

EXHIBIT 17: PROJECT F – MAP OF APPROXIMATE LIMITS



Description:

Project F will reduce congestion by adding lanes and operational improvements to SR-55 between I-405 and SR-91. See Exhibit 17 for a map of the approximate limits. This project is divided into two segments as described below.

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

Segment 2: This project will add new lanes between I-5 and SR-22, including merging lanes between interchanges to smooth traffic flow. Operational improvements between SR-22 and SR-91 will also be incorporated. This segment will generally be constructed within the existing ROW. The total project length is approximately 7.5 miles.

Cost:

Segment 1: \$505.72 million (YOE)

Segment 2: \$131.31 million (YOE).

Status:

Segment 1: Construction began in June 2022 and is anticipated to be complete in February 2027.



F. SR-55 Improvements

Segment 2: Final design was initiated in August 2022 and is anticipated to be complete in August 2025.

Benefits:

This project will improve mobility and reduce congestion in central Orange County areas by adding new lanes and make operational improvements for existing and forecasted traffic volumes (especially for weaving and lane efficiency at ramp junctions).

External Funding:

Segment 1: The Board has approved providing \$160.50 million in federal funds and \$220.00 million in state funds. In addition, \$475,000 in federal earmarks and \$41.90 million in State Highway Operation and Protection Program funds were committed for this project.

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

Risks:

Segment 1: Schedule, scope, and cost risks remain high due to complex ROW impacts which rely on design variations. This may also delay receipt of the State's share of funding.

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

Related Projects:

Projects A and B.

Other Involved Agencies:

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

Assumptions:

Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

G. SR-57 Improvements

EXHIBIT 18: PROJECT G – MAP OF APPROXIMATE LIMITS



Description:

Project G will reduce congestion by adding one general purpose lane in the northbound direction from Orangewood Avenue in the City of Orange to approximately Tonner Canyon Road in the City of Brea. See Exhibit 18 for a map of the approximate limits.

Select northbound undercrossings will also be widened and seismically retrofitted, as required. The project is divided into three segments as described below.

Segment 1: This project consists of three segments that added a northbound general purpose lane from Katella Avenue to Lincoln Avenue (approximately 2.8 miles), Orangethorpe to Yorba Linda Avenue (approximately 2.4 miles), and Yorba Linda Boulevard to Lambert Road (approximately 2.5 miles) in the cities of Anaheim, Brea, Fullerton, and Placentia.

Segment 2: This project will provide a truck climbing lane (up to two miles) and other operational improvements in the northbound direction from Lambert Road in the City of Brea to approximately the Orange County/Los Angeles County Line.

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



G. SR-57 Improvements

Cost:

Segment 1: \$144.36 million.

Segment 2: \$226.04 million (YOE).

Segment 3: \$114.90 million (YOE).

Status:

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

Segment 2: In 2001, Caltrans completed a project study report to add a northbound truck-climbing lane from Lambert Road in the City of Brea to just north of the Orange County/Los Angeles County Line. However, following discussions with Caltrans in late 2021, it was decided that a new project study report-project development support document should be prepared to reassess the project. Through the SB 1 (SB 1) (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, construction of an initial phase for interchange improvements at Lambert Road was completed in early 2024. Phase two was approved for State Transportation Improvement Program (STIP) funding in March 2022 to begin the environmental phase. The preparation of a new project study report-project development support document began in summer 2023 and is anticipated to be complete in 2025. OCTA included the final design phase in the 2024 STIP which was adopted by CTC in March 2024.

Segment 3: Final design was initiated in March 2022 and was completed in August 2024.

Benefits:

This project will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements, which will improve both traffic operations and safety. Combined improvements from Orangethorpe Avenue to Tonner Canyon Road could achieve a 40 percent reduction in total delay through the SR-57 northbound corridor.

External Funding:

Segment 1: \$104.85 million in state funds.

Segment 2: The Board approved \$6.50 million and \$18 million in state funds to support the environmental and design phases of this project.

Segment 3: The Board approved \$14.74 million in federal funds.

Risks:

No risk on segment 1 as the project is complete. For segment 2 and segment 3, overall time, scope, costs, and quality risks are low to medium with this project due to construction within the existing ROW and relatively straightforward design issues. However, risks exist due to the potential need for seismic retrofitting of existing bridges and proximity to the Southern California Regional Rail Authority, future High-Speed Rail ROW, and other important stakeholders.



G. SR-57 Improvements

Related Projects:

Project H.

Other Involved Agencies:

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

Assumptions:

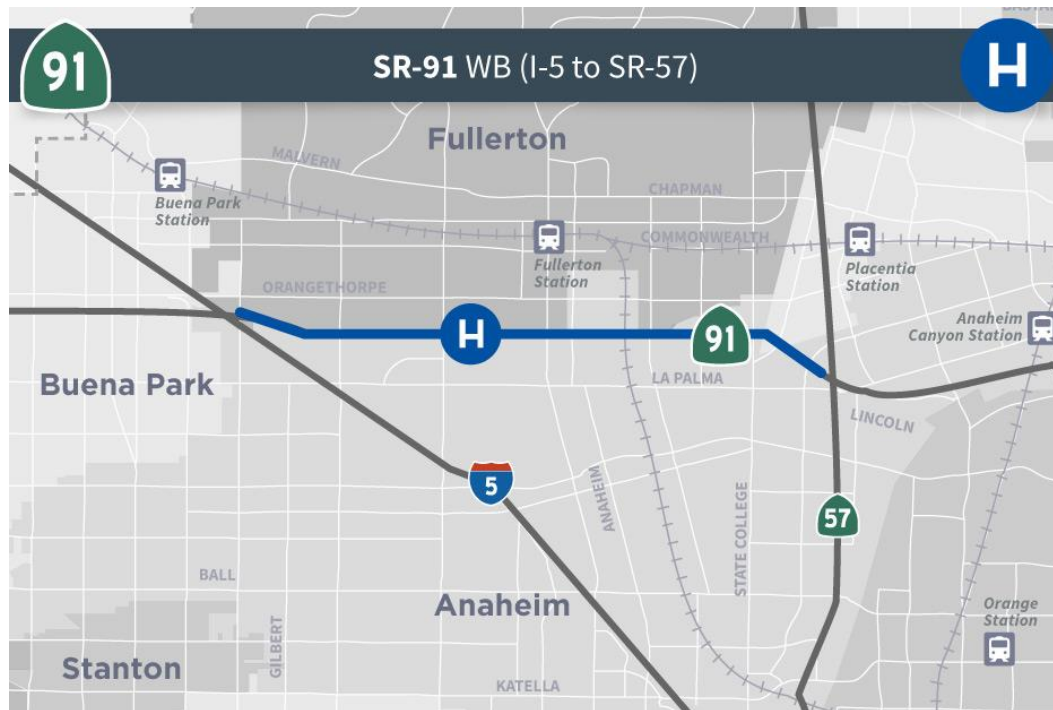
Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 19: PROJECT H – MAP OF APPROXIMATE LIMITS



Description:

Project H widened westbound SR 91 by connecting existing auxiliary lanes (approximately 4.5 miles) through interchanges, thus forming a fourth continuous general purpose lane between I-5 and SR-57. The project also replaced existing auxiliary lanes on westbound SR-91 between State College Boulevard and Raymond Avenue, and between Euclid Street and Brookhurst Street, and added a new auxiliary lane between Raymond Avenue and Lemon Street. See Exhibit 19 for a map of the approximate limits.

Cost:

\$59.23 million.

Status:

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

Benefits:

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

External Funding:

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

Risks:

None – project completed.

Related Projects:

Project I.



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

Other Involved Agencies:

Caltrans, cities of Anaheim and Fullerton, and CTC.

Assumptions:

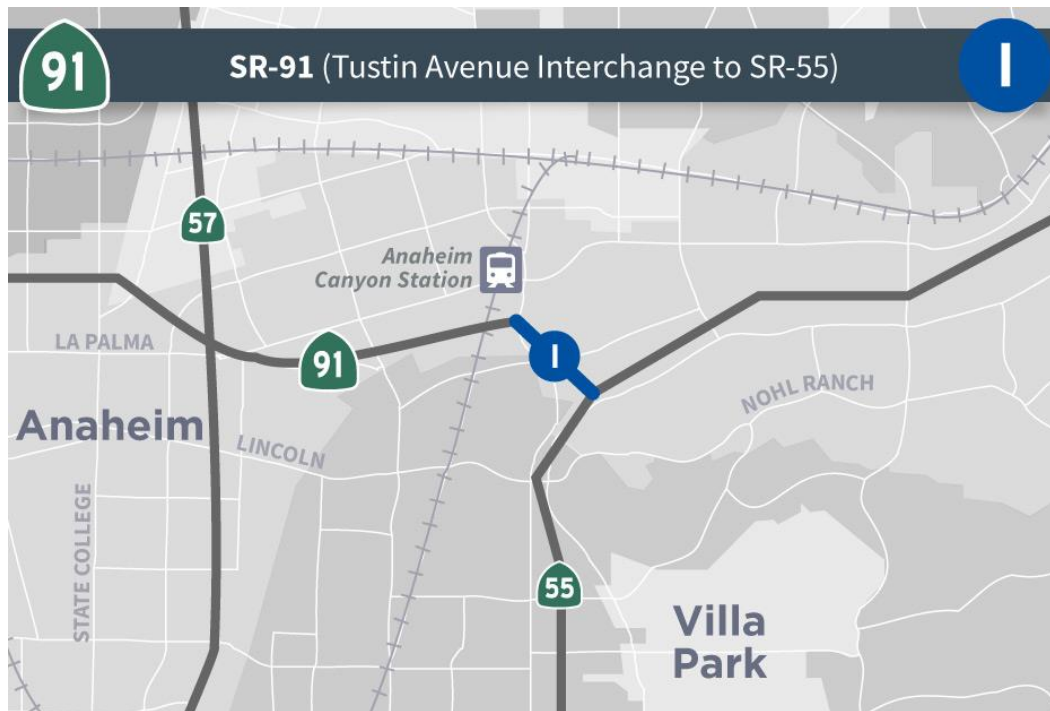
Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 20: PROJECT I – MAP OF APPROXIMATE LIMITS



Description:

Project I from Tustin Avenue Interchange to SR-55 added a westbound auxiliary lane, beginning at the northbound SR-55 to westbound SR-91 connector, through the Tustin Avenue interchange. The overall segment length was approximately two miles. Additional features of this project included widening the westbound Santa Ana River Bridge to accommodate the auxiliary lane. See Exhibit 20 for a map of the approximate limits.

Cost:

\$42.47 million.

Status:

The project was completed and opened to traffic in 2016.

Benefits:

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

External Funding:

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

Risks:

None – project completed.



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

Related Projects:

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

Other Involved Agencies:

Caltrans, City of Anaheim, CTC, and FHWA.

Assumptions:

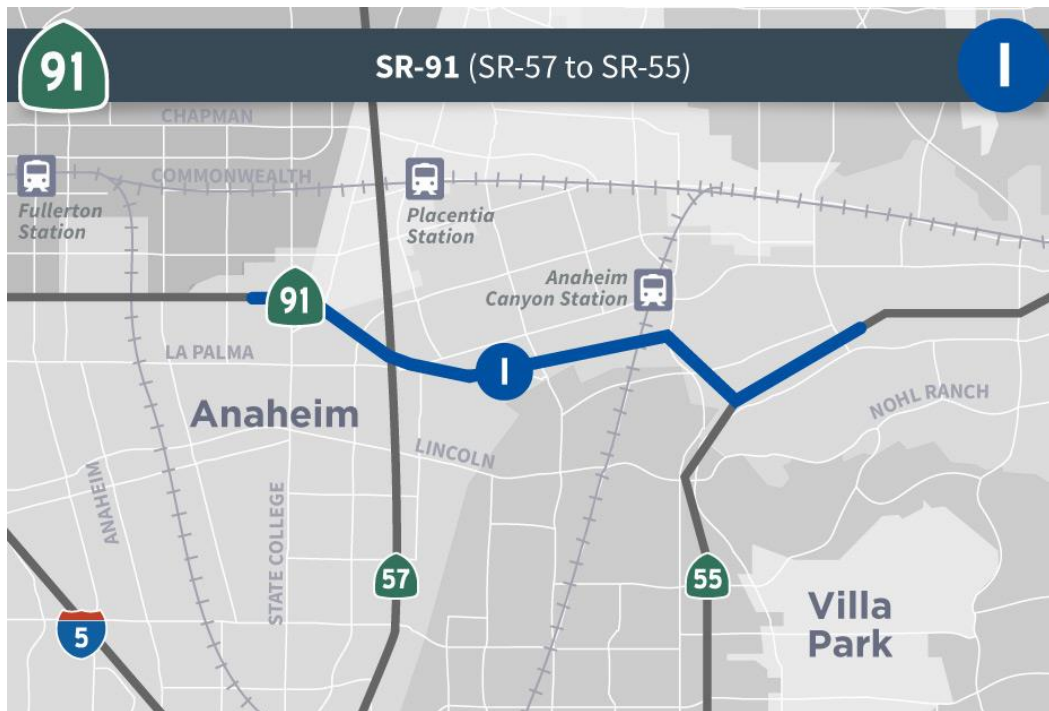
Cost based on January 2019 Project Status Report, which was incorporated in the June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- January 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 21: PROJECT I – MAP OF APPROXIMATE LIMITS



Description:

Project I from approximately SR-57 to SR-55 will add one westbound general purpose lane between northbound SR-57/westbound SR-91 connector and State College Boulevard, and one eastbound general purpose lane between SR-57 and SR-55. See Exhibit 21 for a map of the approximate limits. The project is divided into three segments as described below.

Segment 1: This project from SR-55 to Lakeview Avenue (approximately 2.2 miles) will realign the westbound SR-91 on-ramp at Lakeview Avenue interchange, replace the Lakeview Avenue overcrossing bridge, and add a new on-ramp from the Lakeview Avenue bridge to connect directly to southbound SR-55 to improve traffic operations in the Anaheim area.

Segment 2: This project will add an eastbound general purpose lane on SR-91 between La Palma Avenue and SR-55 (approximately 2.7 miles) and include bridge widening over the Santa Ana River on eastbound SR-91 and bridge replacements at Glassell Street/Kraemer Boulevard and Tustin Avenue to reduce congestion and improve traffic operations in the cities of Anaheim and Fullerton.

Segment 3: This project from Acacia Street to La Palma Avenue (approximately 1.8 miles) will add a fourth general purpose lane on westbound SR-91 between northbound SR-57/westbound SR-91 connector and State College Boulevard, make improvements to the weave from westbound SR-91 to northbound and southbound SR-57, and replace the bridge at La Palma Avenue to enhance westbound operations on SR-91, to reduce congestion and improve traffic operations in the cities of Anaheim and Fullerton.



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

Cost:

Segment 1:

- M2 Portion: \$126.26 million (YOE).
- Caltrans Multi Asset Project Portion: \$7.71 million (YOE).

Segment 2: \$208.45 million (YOE).

Segment 3:

- M2 Portion: \$207.0 million (YOE).
- Caltrans Multi Asset Project Portion: \$31.44 million (YOE).

Status:

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

Segment 1: The project was advertised for construction in June 2024 and construction is anticipated to start in early 2025.

Segment 2: Final design was initiated in June 2020 and is anticipated to be complete in early 2025.

Segment 3: Final design was initiated in November 2020 and is anticipated to be complete in late 2024/early 2025.

Benefits:

Segment 1: This project is anticipated to alleviate congestion and reduce delay by improving the connection from Lakeview Avenue to southbound SR-55.

Segment 2: This project is anticipated to alleviate congestion in the eastbound direction and improve safety in both directions.

Segment 3: This project will enhance westbound operations and safety.

External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$6.77 million in federal funds, \$42.57 million in state funds, and \$58.76 million in 91 Express Lanes excess revenues. Caltrans is responsible for the Multi Asset Project which is currently estimated at \$7.71 million.

Segment 2: \$3.46 million in federal funds and \$42.81 million in 91 Express Lanes excess revenue.

Segment 3: \$4.77 million in federal funds and \$159.70 million in 91 Express Lanes excess revenue. Caltrans is responsible for the Multi Asset Project which is currently estimated at \$31.44 million.

Risks:

Overall time, scope and costs risks are high due to coordination with the Caltrans multi-asset project and refined design options that require Caltrans concurrence, which remains under review.



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

Related Projects:

Projects H, I (Tustin Avenue Interchange to SR-55), and J.

Other Involved Agencies:

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

Assumptions:

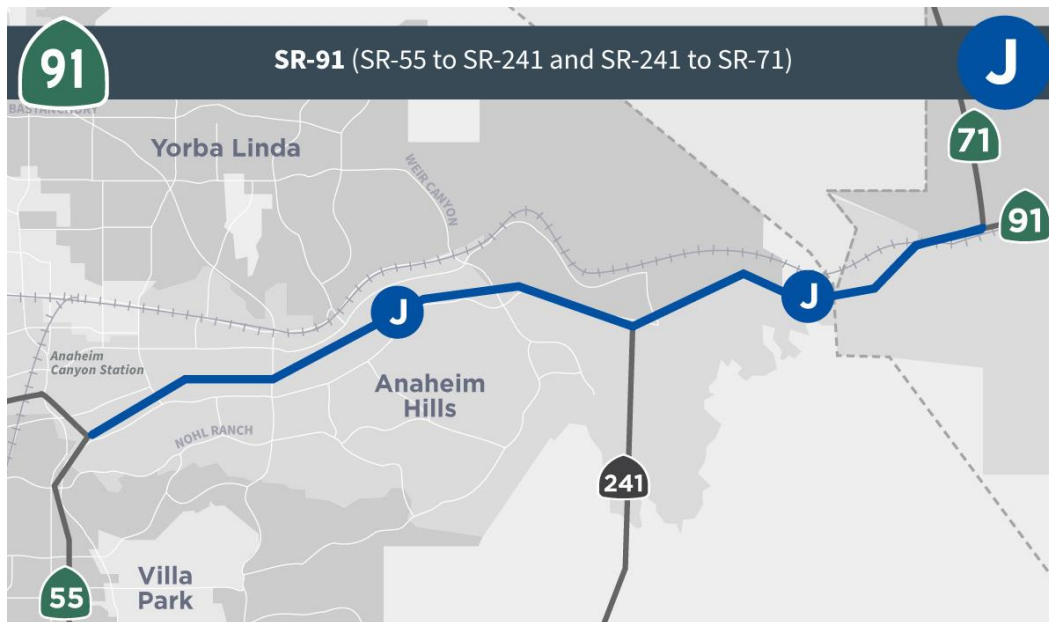
Cost based on June 2024 M2 Program cash flows. Caltrans is responsible for the Multi Asset Project cost.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

J. SR-91 (SR-55 to SR-71)

EXHIBIT 22: PROJECT J – MAP OF APPROXIMATE LIMITS



Description:

Project J includes improvements on SR-91 from SR-55 to SR-71 in Riverside County and is divided into three segments. See Exhibit 22 for a map of the approximate limits.

Segment 1: This project added one eastbound lane (approximately six miles) on SR-91 from one-mile east of SR-241 to SR-71 in Riverside County. This project was led by RCTC in coordination with Caltrans District 8.

Segment 2: This project added one new lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 and improved key interchanges. Additional improvements included the widening and seismic retrofitting of the Imperial Highway and Weir Canyon Road undercrossing bridges. This project was led by OCTA in coordination with Caltrans District 12.

Segment 3: This project requires coordination and funding agreements with RCTC to deliver complementary improvements between SR-241 and SR-71 in Riverside County. M2 is only responsible for the Orange County portion of this project. Improvements beyond SR-71 are overseen by RCTC.

Cost:

Segment 1: \$57.77 million.

Segment 2: \$79.74 million.

Segment 3: \$161.83 million (YOE).



J. SR-91 (SR-55 to SR-71)

Status:

Segment 1: Completed in January 2011.

Segment 2: Completed in March 2013.

Segment 3: This project was environmentally reviewed as part of the RCTC's Corridor Improvement Project. RCTC and OCTA advanced the westbound direction of this segment by adding a general purpose lane (two miles in length) from Green River Road to SR-241. RCTC was the lead agency and OCTA contributed \$15 million towards the project. Construction began in November 2020 and was completed in January 2022. A feasibility study to evaluate potential eastbound improvements from SR-241 to SR-71 was completed in April 2022. RCTC is the lead agency for advancing the environmental phase of the eastbound improvements known as the Eastbound Corridor Operations Project (ECOP), which began in June 2023 and is anticipated to be complete in mid-2025. Future phases are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

Benefits:

Segment 1: This project added one general purpose lane, which improved weaving by reducing the volume of exiting vehicles in the SR-91 mainline through lanes that are exiting at Green River Road and SR-71.

Segment 2: This project helped to alleviate congestion and reduce delays.

Segment 3: This project will reduce congestion and delays and improve operational efficiency by reducing the existing chokepoints within the project limits.

External Funding:

Segment 1: \$45.91 million in federal funds and \$4.92 million in local funds were used for this project.

Segment 2: \$76.30 million in state funds were used for this project and \$2.90 million in state funds were used for replacement planting.

Segment 3: \$15.00 million of 91 Express Lanes excess revenue is Board approved for the Orange County portion of this segment.

Risks:

No risks for Segments 1 and 2 as they are complete. For segment 3, time, scope, and costs risks are dependent upon required coordination with RCTC. Eastbound improvements have engineering challenges due to project area topography (Santa Ana Canyon) and natural constraints (Santa Ana River).

Related Projects:

Project I and the Riverside County Corridor Improvement Project.



J. SR-91 (SR-55 to SR-71)

Other Involved Agencies:

Caltrans, cities of Anaheim and Yorba Linda, Corona, County of Orange, CTC, FHWA, and RCTC.

Assumptions:

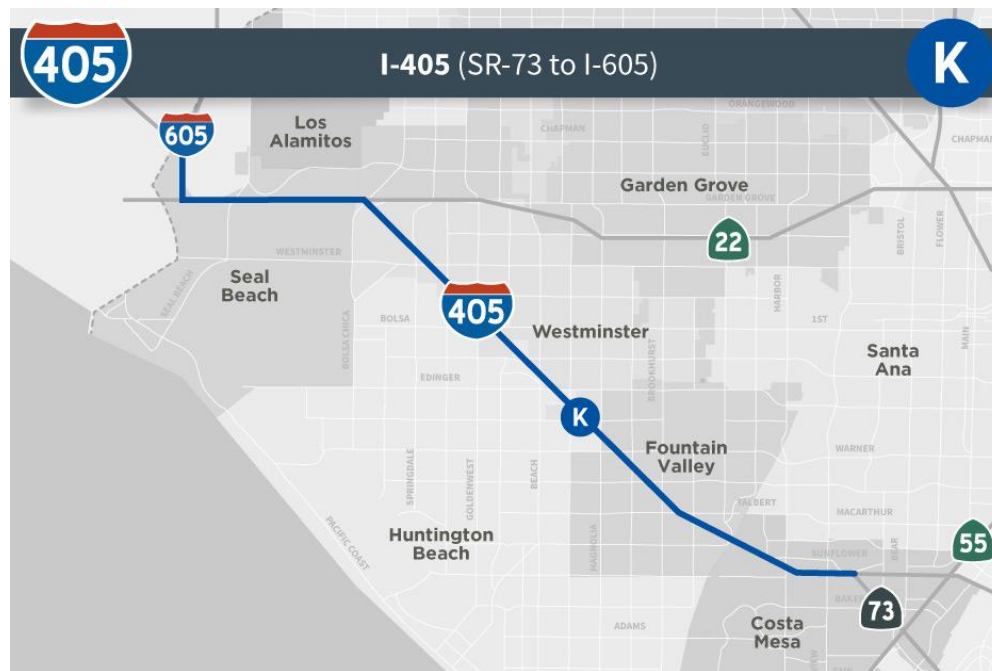
Cost based on December 2012 Project Status Report (segment 1), June 2018 Project Status Report (segment 2), and estimates from RCTC (segment 3) which were incorporated in the June 2024 M2 Program cash flow. The ECOP schedule and cost is subject to change and are contingent on the outcome of the environmental phase, availability of funding, and coordination with RCTC.

References:

- OCTA 2022 Long-Range Transportation Plan
- December 2012 Project Status Report (segment 1)
- June 2018 Project Status Report (segment 2)
- Capital Funding Program Report – State Highway Project (August 2024)

K. I-405 (SR-73 to I-605)

EXHIBIT 23: PROJECT K – MAP OF APPROXIMATE LIMITS



Description:

Project K included the addition of new lanes to I-405 between SR-73 and I-605. The project made the best use of available freeway property by staying generally within the freeway ROW and updating key local interchanges to the current Master Plan of Arterial Highway (MPAH) standards. The project added one general purpose lane (approximately 16 miles) in each direction of I-405 from Euclid Street to I-605. Additional improvements included reconstruction of local interchanges and improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. See Exhibit 23 for a map of the approximate limits.


Concurrently with Project K, an additional lane (approximately 14 miles) was added in each direction that combined with the existing HOV lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. The general purpose lanes were funded with M2, state, and federal funds; the express lanes were funded solely with toll revenues.

Cost:

- M2 Portion: \$1.62 billion
- Express Lanes Portion: \$540.00 million

Status:

The project fully opened to traffic on December 1, 2023. Remaining work includes landscaping and punch-list items. Final acceptance and relief of maintenance is expected in late 2024.



K. I-405 (SR-73 to I-605)

Benefits:

Project K included the addition of auxiliary and general purpose lanes that reduced congestion and improved travel times. Additional improvements included interchange and local street improvements, and a direct Express Lanes connector at the I-405/SR-73 interchange.

The express lanes operate congestion-free throughout the day, due to toll rates that vary based on traffic demand. The express lanes provide commuters with a reliable travel option compared to the adjacent, general purpose lanes.

M2 improvements, in combination with express lanes improvements, provide more throughput in the corridor. These improvements added two additional freeway lanes to I-405 in both directions between SR-73 to the I-605 interchange.

External Funding:

The Board has approved funding that supports this project, including \$45.65 million in federal funds and \$89.77 million in state funds. The project also successfully secured \$628.93 million from Transportation Infrastructure Finance and Innovation Act (TIFIA), a low-cost federal loan. The M2 cash flow will benefit from \$108.93 million in TIFIA revenues for this project. The entire TIFIA loan will be paid back solely with toll revenues.

Risks:

None – project completed.

Related Projects:

Project L and WCC improvements at SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:

Caltrans, Build America Bureau TIFIA Office, cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, Community of Rossmoor, CTC, and FHWA.

Assumptions:

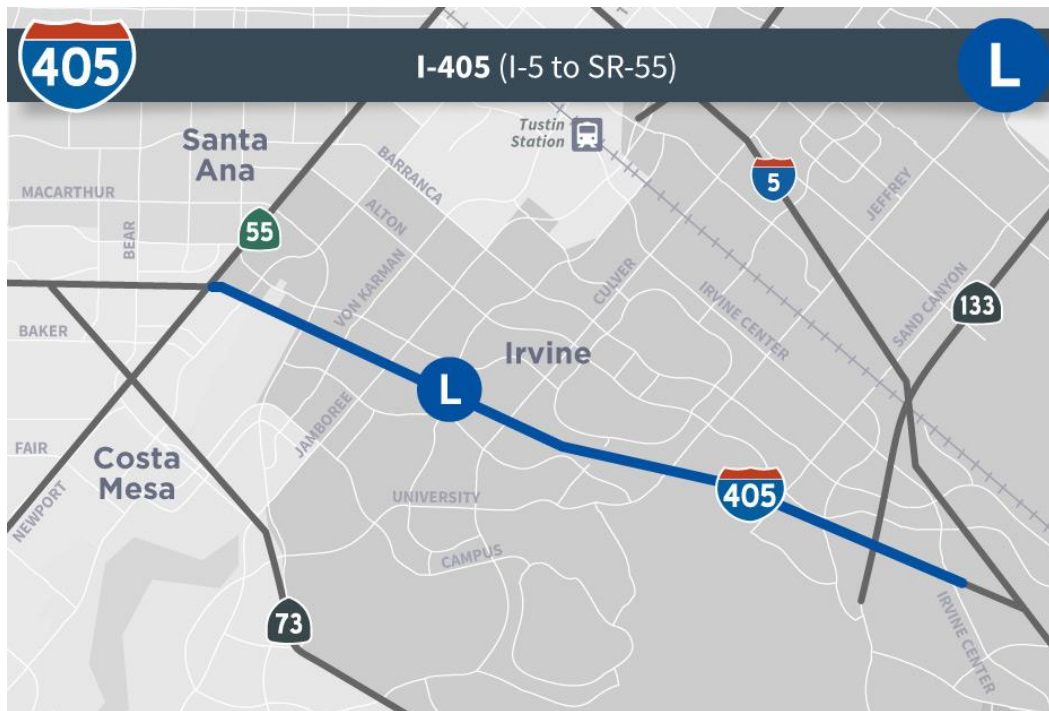
Costs based on June 2024 M2 Program cash flow. M2 will only pay for the addition of the general purpose lanes. Toll revenues will pay for the 405 Express Lanes.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

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

EXHIBIT 24: PROJECT L – MAP OF APPROXIMATE LIMITS



Description:

Project L will add new lanes (approximately 8.5 miles) to I-405 from the vicinity of I-5 to SR-55 to alleviate congestion and reduce delays. See Exhibit 24 for a map of the approximate limits. The project will generally be constructed within the existing ROW.

Cost:

\$269.60 million (YOE).

Status:

The project completed the environmental phase in August 2018 and is shelf-ready to begin the design phase.


Project B (I-5, I-405 to SR-55) is a parallel project designated for construction. As a result, Project L will follow to avoid excessive inconvenience to the traveling public. Additionally, a significant Caltrans safety project is scheduled to take place within the Project L project limits and will require additional coordination.

Benefits:

Improvements between I-5 and SR-55 would help alleviate congestion and reduce delays.

External Funding:

The Board approved providing \$8.00 million in federal funds to support the environmental phase of the project. This project is eligible for future state and federal funds.



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

Risks:

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.

Related Projects:

Projects B and K.

Other Involved Agencies:

Caltrans, City of Irvine, CTC, FHWA, and Transportation Corridor Agencies.

Assumptions:

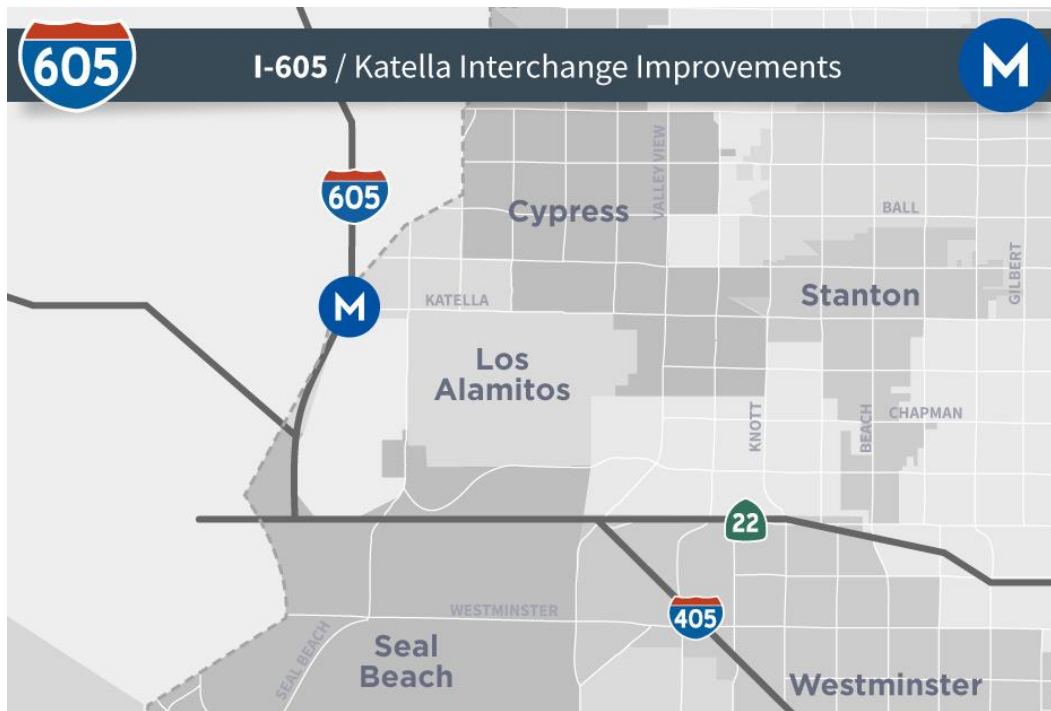
Cost based on estimate developed in the environmental phase which was incorporated in the June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- February 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

M. I-605 (Katella Avenue Interchange) Improvements

EXHIBIT 25: PROJECT M – LOCATION OF IMPROVEMENT



Description:

Project M includes improvements to I-605 freeway access and the arterial connection at Katella Avenue, which serves communities in the cities of Cypress and Los Alamitos. See Exhibit 25 for the location of the improvement.

Cost:

\$49.72 million (YOE).

Status:

The environmental phase for this project was completed in late 2018 and was done in cooperation with the City of Los Alamitos. Final design was initiated in December 2020 and was completed in January 2023. ROW Certification is underway and is anticipated to be completed in fall 2024.

Benefits:

The I-605 Katella Avenue interchange project would include both freeway and arterial improvements that would improve interchange traffic operations and improve bicycle and pedestrian facilities while minimizing adjacent ROW and environmental impacts. Additionally, these improvements would reduce congestion, traffic queuing, and delays within the interchange area.

External Funding:

The Board approved providing \$17.80 million in federal funds.

Risks:

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.



M. I-605 (Katella Avenue Interchange) Improvements

Related Projects:

Project K and WCC improvements at the SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

Other Involved Agencies:

Caltrans and City of Los Alamitos.

Assumptions:

Cost based on June 2024 M2 Program cash flow.

References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)



N. Freeway Service Patrol

Description:

The FSP provides competitively-bid, privately contracted tow truck services to help stranded motorists in addition to clearing disabled vehicles and large debris from freeway lanes to reduce congestion caused by blocked traffic lanes and passing motorists rubbernecking. FSP is available on all Orange County freeways during peak traffic hours, Monday through Friday, and in specific congested areas on weekends. This project assures that this basic level of service will be continued through 2041.

Program Funding:

\$64.34 million in M2 revenue between 2025 and 2034.

Status:

FSP is primarily funded by State Highway Account (SHA) and Road Repair and Accountability Act of 2017 (SB 1) funds. OCTA meets matching fund requirements by utilizing a portion of its share of Service Authority for Freeway Emergencies (SAFE) funds collected by the Department of Motor Vehicles each year. Since June 2012, the FSP has assisted more than 794,363 motorists along Orange County freeways.

As demand, congestion levels, and costs increase, this project will allow the program to maintain existing service hours and extend service throughout the day and on weekends on additional freeway segments.

M2 also helps support the California Highway Patrol (CHP) as the partner responsible for field supervision. M2 funds a full-time dispatcher and CHP Officer overtime to ensure adequate program support seven days a week.

Present Day:

The FSP program assisted 56,166 motorists along the Orange County freeway system in FY 2023-24.

Benefits:

To keep Orange County moving, FSP provides free limited roadside assistance to motorists whose vehicles have become disabled and removes congestion-causing debris on Orange County freeways. Motorist assistance is limited to taping a leaking hose, providing water for a radiator, a jump start, a gallon of gas, a tire change, or towing a disabled vehicle off the freeway to a designated drop zone where the motorist may seek additional assistance.

In FY 2022-23, Orange County received approximately \$5 of congestion relief benefit for every dollar invested in the program.

External Funding:

- SHA allocation provided by Caltrans – approximately \$2.2 million annually.
- SB 1 allocation provided by Caltrans – approximately \$2 million annually.
- SAFE (\$1 per vehicle registration fee) -funds not allocated to the Freeway Call Box and 511 Motorist Assistance and Traveler Information programs are available for FSP program use, to meet local match fund requirements – approximately \$1.2 million annually.



N. Freeway Service Patrol

Risks:

Should the State of California stop funding FSP through the SHA and SB 1, M2 will not be sufficient to maintain existing service levels.

Related Projects:

M2 Project N funds are designated to maintain existing service levels, provide mid-day and weekend service, and limited FSP support services for construction of Projects A-M.

Other Involved Agencies:

Caltrans and CHP.

Assumptions:

Project N is assumed to be funded on a pay-as-you-go basis. Funding provided through the SHA and SB 1 are allocated first, and then M2 funding is applied as needed.

References:

M2 Project N Guidelines for FSP Project, approved on February 13, 2012.



Freeway Environmental Mitigation Program

Overview:

The EMP provides for allocation of five percent of the total M2 freeway budget for comprehensive environmental mitigation related to impacts from freeway improvements (projects A-M). The EMP was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

A master agreement between OCTA, Caltrans, and state and federal resource agencies was approved in January 2010. This offers higher-value environmental benefits such as habitat protection, connectivity, and resource preservation in exchange for streamlined project approvals for the 13 (segmented into 30) M2 freeway projects.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for the Mitigation Program as it relates to Projects A-M:

- Streamline freeway projects through the biological permitting process.
- Provide comprehensive environmental mitigation.
- Partner with state and federal resource and regulatory agencies.
- Provide higher-value environmental benefits such as habitat protection, connectivity, and resource preservation.

Next 10 Plan Deliverables:

In 2009, the Board approved a policy to allocate approximately 80 percent of the revenues to acquisitions and 20 percent to fund restoration projects. This policy will need to be revisited periodically to ensure it continues to meet program needs. The Next 10 Plan recommends four major initiatives through 2034 consistent with the above framework:

1. Oversee and manage the Preserves while the endowment is being established and determine potential long-term land manager(s) and endowment holder(s). This includes coordinating with local fire authorities and the Wildlife Agencies to monitor habitat recovery after wildfires impact the Preserves.
2. Focus EMP resources funding as a first priority toward the establishment of the endowment for the Preserves.
3. Review and update the resource management plans (RMP) on the Preserves as appropriate. This includes the development of FMPs for each of the Preserves.
4. Complete approximately 350 acres of restoration projects funded through M2 to fulfill the Conservation Plan commitments.

Environmental Mitigation Program

Description:

In 2010, OCTA began preparing a Conservation Plan, which examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. This analysis was completed in 2016; in accordance with the master agreement “advance credit” provision, funds were allocated prior to completion of the Conservation Plan. In 2017, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.

Concurrent with efforts made toward completing the Conservation Plan and EIR/Environmental Impact Statement (EIS), OCTA collaborated with the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board (SWRCB) – regulatory agencies – to streamline the regulatory permitting process. In 2017, the USACE issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The SWRCB provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance.

RMPs for each of the seven Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The Conservation Plan also requires that each Preserve have a Preserve-specific FMP. Staff will continue to oversee and manage the Preserves until a long-term management strategy is determined at which time, some or all of the Preserve responsibilities could be transferred to another entity.

Cost:

In 2007, the Board approved approximately \$55 million as part of the EAP. Accordingly, \$42 million and \$10.5 million were allocated for acquisition and restoration, respectively. An additional \$2.5 million was allocated for the Conservation Plan development and program support, including appraisals and biological surveys.

Status:

Since 2010, a total of \$10 million has been allocated for 12 projects to restore approximately 350 acres of open space lands throughout Orange County.

On September 26, 2016, the Board approved the selection of the endowment fund manager. Annually, approximately \$2.9 million is deposited in the endowment. These annual deposits are expected over a ten to 12 year period, or until the fund totals approximately \$46.2 million. As of June 30, 2024, the balance was \$28,424,735, which includes eight deposits. Annual endowment deposits will continue to be made near the beginning of each FY. The Wildlife Agencies finalized the issuance of their respective permits, as well as executing the Implementing Agreement in 2017. In early 2018, OCTA secured advanced streamlined state and federal clean water permitting requirements. All seven Preserves have finalized RMPs and are being managed and protected for an interim period by OCTA staff and contractors. These RMPs are currently being reevaluated and will be revised as necessary in 2025. Staff will continue to oversee and manage the Preserves while a long-term management strategy and manager is determined.



Environmental Mitigation Program

Present Day:

The FMPs provide guidelines for decision-making at all stages of a fire. These FMPs were drafted to be compatible with the conservation and stewardship responsibilities of the Preserves. Coordination with local fire agencies and the Wildlife Agencies occurred and the FMPs were approved in early 2024. The FMPs are available on the OCTA website and will be attached to the updated RMPs.

OCTA continues to manage the Preserves and is required to provide Conservation Plan reports annually to the Wildlife Agencies. To date, these reports document that OCTA is complying with all the commitments within the Conservation Plan. The 2023 report is underway and is anticipated to be shared with the Board in late 2024; it will subsequently be posted on the OCTA EMP website.

Benefits:

The completed Conservation Plan and regulatory permitting process are tools by which OCTA obtains biological and regulatory permits/assurances for the 13 (segmented into 30) M2 freeway projects. This comprehensive process enables OCTA to streamline future M2 freeway improvement projects.

External Funding:

Examples of external funding available for this program include:

- USFWS contribution toward the acquisition of open space land in the Trabuco Canyon area.
- USFWS Habitat Conservation Planning Assistant Grant to help fund the completion of the Conservation Plan.
- Restoration project sponsors utilize external funds and resources to implement their projects.

Risks:

To date, seven restoration projects have been completed and signed off by the Wildlife Agencies. The success of the restoration projects will support OCTA's Conservation Plan and regulatory permitting processes. However, unforeseeable conditions such as the frequency of drought and wildfires have and may continue to impact plant reestablishment. Additional funding may be necessary to ensure successful implementation of the restoration projects if the Wildlife Agencies do not sign off on the project under current conditions. OCTA will need to establish the endowment over a ten to 12-year period. OCTA currently holds the title and interim land management responsibility of the Preserves but will potentially secure a long-term land manager(s) in the future.

Related Projects:

Projects A-M.

Other Involved Agencies:

Caltrans, CDFW, the environmental community, SWRCB, USACE, and USFWS.

Assumptions:

This program is assumed to be funded primarily on a pay-as-you-go basis in the future, in addition to prior bonding issuances. More detailed assumptions are included in the appendices.

References:

- Final Conservation Plan and EIR/EIS
- Additional resources can be found online: www.octa.net/environmental



NEXT 10

DELIVERY PLAN



2.2 STREETS & ROADS PROGRAM

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EXHIBIT 26: OC GO STREETS AND ROADS PROGRAM MAP

OC GO STREETS AND ROADS PROGRAM



updated 08.02.24

Regional Capacity Program

- Competitive funding program with annual call for projects for roadway improvements (not mapped)
- OC Bridges Grade Separation Projects

Regional Traffic Signal Synchronization Program

- Competitive funding program with annual call for projects for signal coordination

Local Fair Share Program

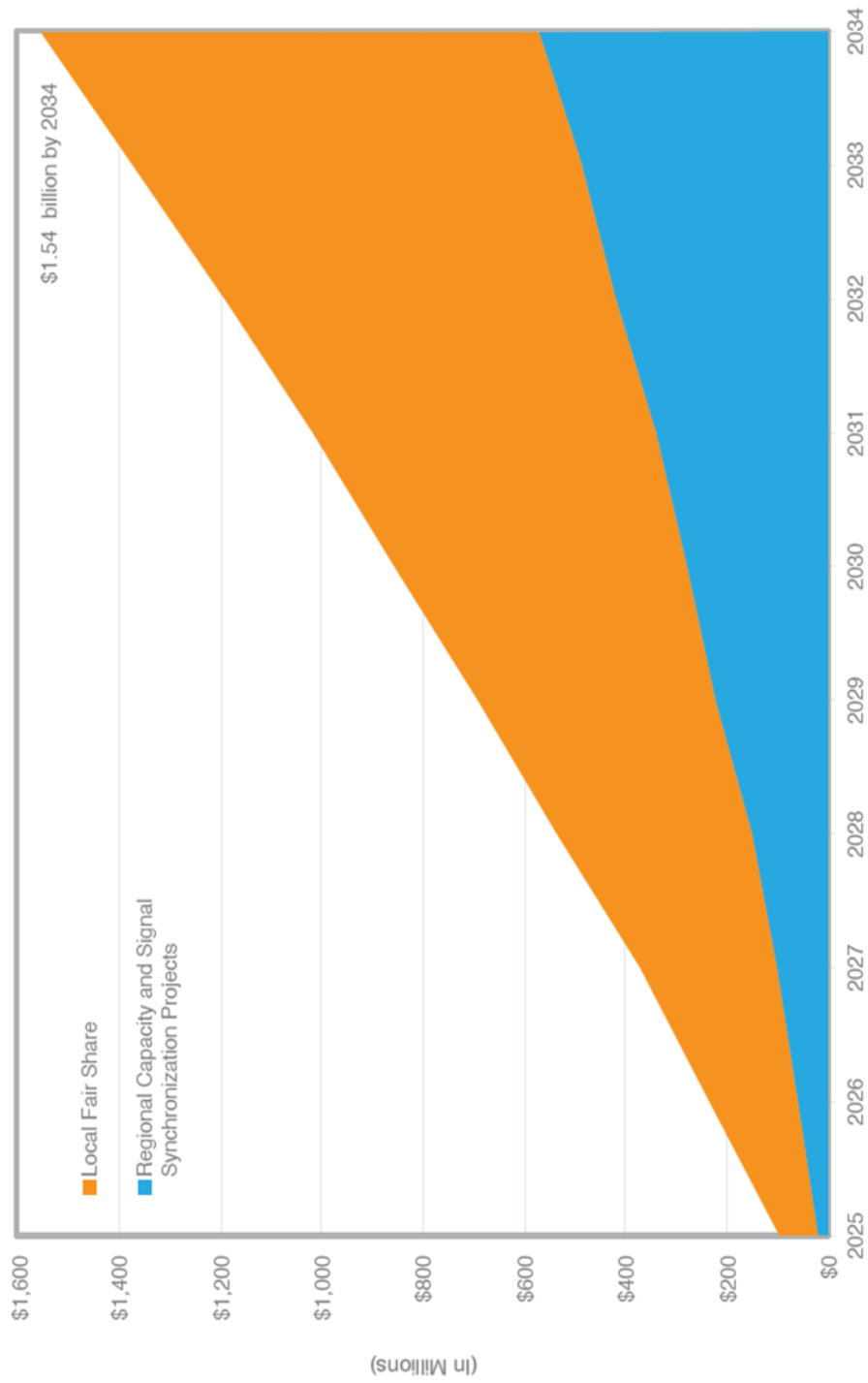
- Flexible funding to local jurisdictions for street maintenance and improvements (not mapped)



EXHIBIT 27: OC GO STREETS AND ROADS CUMULATIVE EXPENDITURES



OC Go Streets and Roads Cumulative Expenditures





2.2. Streets and Roads Program

Overview:

Local streets provide the capacity for the movement of people and goods which is essential to Orange County's commerce and vitality. Streets carry approximately half of Orange County's car and truck traffic and nearly all of Orange County's bicycle and pedestrian traffic. Keeping people moving on local streets is an essential function of the M2 funding programs for local streets. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Streets and Roads Program:

- Target M2 competitive program funds for streets with the worst traffic congestion.
- Maintain the value of investments in streets by synchronizing traffic signals and keeping pavement in good condition.
- Consider all modes of travel when planning for added street capacity.

Within this program is the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. For more details, see Section 3.1 in the Appendix.

Next 10 Plan Deliverables:

Continue to provide funding to improve the countywide network of streets and roads, making them safer and more efficient. The Next 10 Plan for streets and roads recommends two major initiatives through 2034, consistent with the above framework:

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



O. Regional Capacity Program

Description:

Project O provides funding through a competitive process to local jurisdictions for recommended streets and roads projects which complete the Orange County MPAH, relieve congestion, are cost effective, and can proceed to construction quickly. These projects fall into one of two categories as described below.

RCP: This portion of Project O provides a funding source to complete the Orange County MPAH, a plan for future roadway improvements throughout Orange County. This includes intersection improvements and other projects that help improve street operations and reduce congestion. The M2 goal for these projects is to complete roughly 1,000 miles of new street lanes, mostly in the form of widening existing streets to their ultimate planned width. Matching local funds are required for these projects.

OC Bridges: This portion of Project O funded seven over- or underpass grade separations that eliminate car and train conflicts along the BNSF railway (Orangethorpe Avenue corridor) in northern Orange County. These grade separations increased safety for everyone traveling through the intersections and eliminated delays caused by trains.

Program Funding:

RCP: \$426.01 million between 2025 and 2034.

Status:

To date, OCTA has awarded \$406.35 million, which includes \$24.25 million in external funding, to 186 projects through 14 competitive RCP calls. Annual calls are planned for projects between 2025 and 2034.

As of November 2017, all seven grade separation projects were opened to traffic (Kraemer Boulevard, Lakeview Avenue, Orangethorpe Avenue, Placentia Avenue, Raymond Avenue, State College Boulevard, and Tustin Avenue/Rose Drive). No future calls for grade separations are anticipated.

Present Day:

Annual RCP calls take place providing local jurisdictions the opportunity to request funding for street improvements that reduce congestion.

Benefits:

Completion of the MPAH system, including grade separations, will result in better traffic flow and a more efficient transportation system.

External Funding:

RCP: Local jurisdictions are required to provide a 50 percent local match. Matching funds may be reduced contingent on participation in pavement and signal programs, as well as use of non-M2 funds for local match. While other external state and federal funding are not typically used for RCP projects, there have been seven projects to date which qualified for and were awarded State-Local Partnership Program funds, amounting to approximately \$24.25 million.

OC Bridges: The Board approved the use of \$209.7 in federal funds and \$260.8 million in state funds for this project. Additionally, local jurisdictions provided \$44.4 million in funding. OC Bridges funding includes 75 percent in external local, state, and federal funds.



O. Regional Capacity Program

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project P and Project Q.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange).

Assumptions:

Project O is assumed to be funded primarily on a pay-as-you-go basis with bonding for the seven OC Bridges projects. More detailed assumptions are included in the appendices.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- Orange County MPAH Guidelines
- Capital Funding Program Report – Local Road Project (August 2024)



P. Regional Traffic Signal Synchronization Program

Description:

Project P provides funds to local jurisdictions to implement new signal timing on a 750-mile regional network that covers most of Orange County. Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, pollution, and saves commuters gas and money.

Program Funding:

\$200.86 million between 2025 and 2034.

Status:

As of June 2024, OCTA has funded approximately \$184.8 million, including \$40.1 million in M1 and external funding, to 137 projects. Since 2008, 107 corridor-based signal synchronization projects have been implemented, 26 are planned or underway, and three have been cancelled. Annual calls are planned for projects between 2025 and 2034. From FY 2024-25 through FY 2033-34, the entire network of signals is anticipated to have been retimed or optimized at least two times. This equates to more than 4,000 intersections retimed over a ten-year period.

Present Day:

In the past, many traffic signal synchronization projects were limited to segments of roads in individual cities. M2 provides funds to expand these projects to benefit neighboring cities and regional corridors.

Benefits:

Optimizing signal timing offers substantial benefits in reducing traffic delays and improving air quality. To date, OCTA has implemented optimized signal timing on 107 corridors with 3,705 intersections covering 954 miles of roadway. On the average, each project resulted in a 13 percent travel time savings for corridor end-to-end travel, saving commuters time and money for a relatively low investment. Future projects may see comparable benefits when combined with capital improvements to reduce physical bottlenecks where appropriate.

External Funding:

Local jurisdictions are required to provide a 20 percent local match. Matching funds may be in-kind services. There may be future needs for more capital-intensive investments as systems age.

Projects that started prior to the 2011 call were funded with \$4.95 million in M1, \$1.77 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ), and \$3.82 million in Prop 1B funds. The 2013 call was partially funded with \$1.25 million in Mobile Source Air Pollution Reduction Review Committee grant money. The 2018 call was able to leverage \$6.69 million in SB 1 Local Partnership Program competitive grant funds. OCTA was also able to leverage \$12 million in SB 1 Solutions for Congested Corridor Program competitive grant funds for three corridor projects outside the 2020 call.

In parallel with the annual call, OCTA secured and awarded \$9.63 million in CMAQ and Surface Transportation Block Grant funds to develop and implement a countywide signal synchronization network for Orange County that will consist of retiming approximately 2,500 signals along regionally significant corridors to ensure seamless travel across the County. This Countywide Signal Synchronization Baseline



P. Regional Traffic Signal Synchronization Program

project kicked off in June 2024 with data collections. While this innovative project is entirely externally funded, the results will benefit and shape the future of Project P.

In all, external funding (not including funds provided by local jurisdictions) contributed is approximately \$40.11 million.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

Related Projects:

Project O (RCP) and Project Q.

Other Involved Agencies:

Caltrans and all local jurisdictions (cities and County of Orange).

Assumptions:

Project P is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (August 2024)



Q. Local Fair Share

Description:

Project Q provides formula-based funds that local jurisdictions may use for a variety of transportation purposes and needs, including repairing aging streets, residential street projects, bicycle lanes, and pedestrian safety.

Key among these needs is pavement preservation, which involves extending the useful life of pavement and avoiding costly street reconstruction. Preserving and maintaining roads in good condition is a key goal of M2 and Project Q in particular.

Program Funding:

Up to \$920.60 million will be provided between 2025 and 2034.

Status:

As of June 2024, approximately \$736.33 million^{8,9} in LFS payments have been provided to local jurisdictions and the County.

Orange County streets are in generally good condition on average (with a pavement condition index of 79 based on the 2022 statewide report, the best in state). As roadway pavement conditions deteriorate, however, the cost for repairs increases exponentially. For example, it costs as much as 14 times more to reconstruct pavement than to preserve it when it is in good condition.

Present Day:

The cost of street rehabilitation has increased substantially in recent years, and gas tax revenues have not kept pace, which has a direct impact on the ability to fund street maintenance and rehabilitation.

Benefits:

Investments in streets and roads save future costs, keep traffic moving, and offer expanded travel choices.

LFS funds are also flexible and can be used as matching funds for capacity and safety projects, bicycle, pedestrian facilities, or community transit services.

External Funding:

This program is not externally funded.

Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

⁸ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



Q. Local Fair Share

Related Projects:

Project O (RCP) and Project P.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange).

Assumptions:

Project Q is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- 2022 California Statewide Local Streets and Roads Needs Assessment
- OCTA's Comprehensive Business Plan



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NEXT 10

DELIVERY PLAN



2.3 TRANSIT PROGRAM

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EXHIBIT 28: OC GO TRANSIT PROGRAMS MAP

OC GO TRANSIT PROGRAMS



updated 08.02.24

R High Frequency Metrolink Service

- Metrolink Grade Crossing Improvements
- Metrolink Station Improvement Projects
- Planned Metrolink Station
- Laguna Niguel-San Juan Capistrano Passing Siding Project
- Sand Canyon Grade Separation Project

S Transit Extensions to Metrolink

- Bus and Station Van Extension Projects (not mapped)
- OC Streetcar

T Metrolink Gateways

- Anaheim Regional Transportation Intermodal Center (ARTIC)

U Expand Mobility Choices for Seniors and Persons with Disabilities (countywide, not mapped)

- Senior Mobility Program
- Senior Non-Emergency Medical Transportation
- Fare Stabilization Program

V Community Based Transit/Circulators

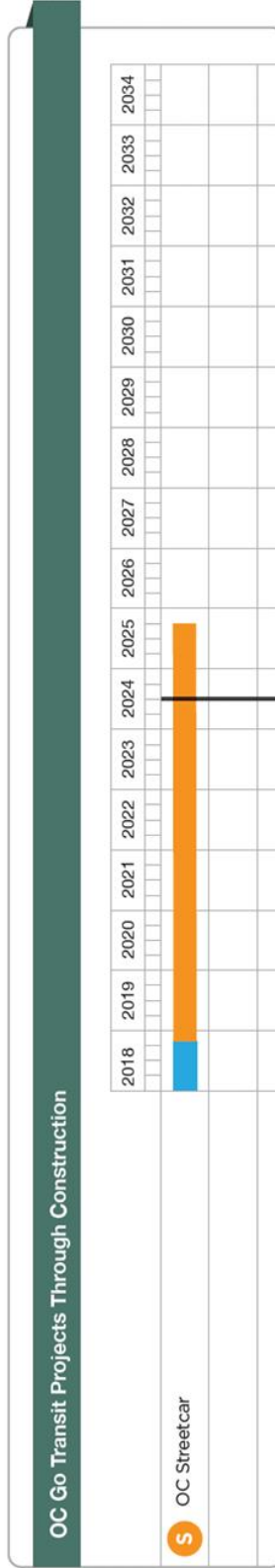
W Safe Transit Stops (countywide, not mapped)



EXHIBIT 29: OC GO TRANSIT PROJECTS THROUGH CONSTRUCTION

2024 UPDATE
NEXT 10
DELIVERY PLAN

Design/Advertise & Award Construction



Please note that schedules are updated as of June 30, 2024. Shown schedules are subject to change.



2.3. Transit Program

Overview:

The goal of the Transit Program is to build a visionary transit system that is safe, clean, and convenient, with a focus on Orange County's transportation future. Providing mobility choices and connectivity for Orange County residents and workers are key components of the overall M2 Plan. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Transit Program:

- Ensure efficient and integrated Metrolink service for Orange County residents.
- Assess and deliver transit options providing riders first and last mile connections and alternatives to driving.
- Provide services and programs to meet the growing transportation needs of seniors and persons with disabilities.
- Support local agency efforts to deliver Board-approved community-based transit projects.
- Advance improvements to the busiest transit stops across the County to provide passenger amenities that ease transfers between bus lines.

Next 10 Plan Deliverables:

The Next 10 Plan for transit recommends six major initiatives through 2034, consistent with the above framework.

1. Sustain Metrolink service as an attractive alternative to driving in Orange County.
2. Complete construction and begin operating the OC Streetcar.
3. Incorporate recommendations from planning studies to guide development of future transit connections.
4. Support expanded mobility choices for seniors and persons with disabilities.
5. Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services.
6. Continue to improve the top 100 busiest bus stops in Orange County.



R. High Frequency Metrolink Service

Description:

Project R provides for sustained and expanded rail service into Los Angeles and Orange counties along the three Metrolink lines serving Orange County (Orange County, Inland Empire-Orange County, and 91/Perris Valley Lines). Project R also provides for safety and operational improvements to the railroad infrastructure necessary to support existing and expanded train service, including grade crossing improvements, track improvements, signal and communications system improvements, as well as other projects as necessary to support the rail system. Grade separation projects will be considered as available funding permits.

Program Funding:

Approximately \$470.16 million between 2025 and 2034.

Status:

To date, rail safety enhancements at 50 at-grade rail-highway crossings have been completed. As a result, quiet zones have been established in the cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin.

Station improvements completed during the EAP include parking expansion projects at the Fullerton Transportation Center, Tustin Station, and Laguna Niguel/Mission Viejo Station, as well as safety repairs to the San Clemente Pier Station platform.

Since then, several station improvement projects have been completed: the San Clemente Pier Metrolink/Amtrak Station lighting, the Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) ramps, the Orange Transportation Center Parking Structure, the Fullerton Transportation Center elevator upgrades project and stair replacement project, and detectable tile replacements at various stations. Most recently completed in January 2023, the Anaheim Canyon Metrolink Station improvement project added a second main track and passenger platform, extended the existing passenger platform, improved at-grade crossings for pedestrian circulation, and installed new station amenities.

OCTA remains committed to delivering the new Placentia Metrolink Station. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time. OCTA will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

Completed rail corridor improvements include Control Point at 4th Street, Control Point Stadium, the San Clemente Beach Trail Audible Warning System, Laguna Niguel to San Juan Capistrano Passing Siding, Railroad ROW Slope Stabilization, and six Project Study Reports for potential grade separations along the Los Angeles-San Diego-San Luis Obispo Rail (LOSSAN) corridor, including: 17th Street, Ball Road, Grand Avenue, Main Street, Orangethorpe Avenue, and Santa Ana Boulevard.

Rail corridor improvements underway include: San Juan Creek Railroad Bridge Replacement, track stabilization and protection in San Clemente, Metrolink Preventive Maintenance Capitalized Operation, Metrolink Rehabilitation/Renovation, and ongoing operation of Positive Train Control.

A photograph of a Metrolink train traveling along a track, with a river visible in the background.

R. High Frequency Metrolink Service

Present Day:

Metrolink is currently operating 45 weekday trains. In October 2019, four intracounty trips operating between Laguna Niguel/ Mission Viejo and Fullerton were extended to Los Angeles, however the extended trips were temporarily suspended due to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

Benefits:

Project R allows for sustained operation and enhanced capacity of Metrolink trains serving Orange County, providing a viable alternative to single-occupant vehicle travel, thereby reducing congestion on crowded roadways and freeways.

External Funding:

- State: STIP, Propositions 1A, 1B, and 116, and Transit and Intercity Rail Capital Program (TIRCP) totaling \$314.58 million.
- Federal: CMAQ, the Surface Transportation Block Grant Program, and Federal Transit Administration (FTA) Sections 5307, 5309, and 5337, totaling \$468.19 million.
- Other Local: Local funding from the cities as well as other entities is programmed for \$86.26 million.
- M1 also provided \$136.58 million.

Risks:

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Despite ridership improving quarter-over-quarter, ridership recovery continues to struggle, thereby affecting farebox revenues. To exacerbate this shortfall, operating costs have increased. The 2024 Next 10 Plan cashflow includes the assumption of TIRCP formula funds to help sustain Metrolink operations. However, without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2037-38. Starting October 21, 2024, Metrolink will implement a new pilot train schedule which offers increased frequency, better connections, and increased service during weekdays. This optimized schedule aims to address service gaps and make the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Another impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente; OCTA owns the railroad ROW in the affected area. In September 2021, a failing slope severely degraded the railroad track structure [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. On October 3, 2022, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. On April 17, 2023, track stabilization efforts were sufficiently completed to allow the passenger rail service to resume. However, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continues to incrementally move. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which again led to the suspension of all passenger rail services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. Construction of a



R. High Frequency Metrolink Service

temporary barrier wall at the bottom of the slope to protect the railroad track was completed on July 16, 2023. As a result, service through San Clemente resumed on July 17, 2023.

On Jan 24, 2024, a privately owned hillside near Mariposa Point in the City of San Clemente (MP 204.2) failed and dislodged two spans of a pedestrian bridge. The bridge spans and the landslide debris led to the suspension of all passenger rail services. OCTA took emergency action to remove debris and to regrade the slope in an effort to stabilize the slope to resume service. While the landslide continued to move, a temporary catchment wall was constructed, which allowed full passenger service to resume on March 25, 2024.

While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient LOSSAN corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Related Projects:

Project S, Project T, and Project V.

Other Involved Agencies:

BNSF, Caltrans, California Office of Emergency Services, California Public Utilities Commission (CPUC), California State Transportation Agency (CalSTA), Corridor Agencies, CTC, FTA, Los Angeles County Metropolitan Transportation Authority, Metrolink, RCTC, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.

Assumptions:

Funding and operating agreements with partner agencies will be successfully implemented.

References:

- OCTA's Comprehensive Business Plan
- Capital Funding Program Report - Rail Project (August 2024)

A photograph of an OC Streetcar, a modern light rail vehicle, with the text "OC STREETCAR" visible on its side. The car is dark-colored with white lettering.

S. Transit Extensions to Metrolink

Description:

Project S establishes a competitive program for local jurisdictions to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers via transit, to connect passengers to their final destinations. With approximately 60 percent of Orange County's population and employment centers located within a four-mile radius of Metrolink stations, the emphasis of Project S is on expanding access to the core rail system and establishing connections to destinations that are not immediately adjacent to the Metrolink corridor, within the central core, north and south of Orange County. These connections may include a variety of transit technologies such as conventional bus or vanpool (Rubber Tire), bus rapid transit or high capacity rail transit systems (Fixed Guideways), as long as they can be fully integrated and provide seamless transition for the users.

Program Funding:

Approximately \$357.20 million between 2025 and 2034 for fixed guideways in sales tax revenue.

Status:

Fixed Guideway: Through a competitive process, one project (OC Streetcar) advanced beyond initial study. The OC Streetcar is under construction and will operate in the cities of Garden Grove and Santa Ana.

Rubber Tire: One call has been issued since 2012, providing approximately \$732,000 for four projects in the cities of Anaheim and Lake Forest. The City of Lake Forest has cancelled all three projects. The City of Anaheim project successfully completed its grant on June 30, 2020, and is being funded on a go-forward basis through a subsequent Project V grant. No future calls for rubber tire projects are anticipated.

Present Day:

Maintaining and growing Metrolink ridership relies on convenient and seamless bus and rail connections. Currently, OCTA fixed bus service and company shuttles are the prime providers of transit connections. However, Uber/Lyft paid-ridesharing services have been a growing presence.

Benefits:

Project S will provide expanded transit access to the centralized Metrolink system, thereby allowing Metrolink commuters to connect to other parts of the County without using an automobile.

External Funding:

Fixed Guideways: External funds for two preliminary studies for the cities of Anaheim and Santa Ana were funded with \$3.12 million in federal FTA Section 5307 and city local funds. M1 also provided \$20.63 million for preliminary studies.

The Board has approved funding supporting the OC Streetcar project, including \$321.94 million in federal funds from federal American Rescue Plan, CMAQ, FTA Section 5307 and 5309, and New Starts funding, and \$234.80 million in state funds, totaling \$556.74 million.

Rubber Tire: None. These projects are funded by M2 and local city matching funds.

A photograph of an OC Streetcar, a modern light rail vehicle, with the text "OC STREETCAR" visible on its side. The car is white with blue and grey accents.

S. Transit Extensions to Metrolink

Risks:

Overall schedule, scope, and cost risks are high with this project due to the extensive project scope.

Related Projects:

Project R (High Frequency Metrolink Service), Project T, and Project V.

Other Involved Agencies:

CalSTA, Caltrans, CPUC, CTC, FTA, and local jurisdictions.

Assumptions:

OC Streetcar: Cities of Garden Grove and Santa Ana will provide their required match for operations. Funding for a future call will be at the Board's discretion.

Rubber Tire: Future calls will be at the Board's discretion based on the level of interest from local jurisdictions but will likely be transitioned to Project V which provides for greater flexibility.

References:

- M2 Eligibility Guidelines
- Project S Guidelines
- Federal 5307 and 5309 Funding Guidelines
- OCTA's Comprehensive Business Plan
- OC Streetcar Project Revised Funding Plan (April 2023)
- Capital Funding Program Report - Rail Project (August 2024)

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Description:

Provide funding for local improvements to stations along the LOSSAN corridor in Orange County to facilitate connections to future high-speed rail systems, thereby ensuring Orange County's presence in the development and implementation of high-speed rail systems that will serve Orange County. One project, the Anaheim Regional Transportation Intermodal Center (ARTIC), moved forward to completion.

Cost:

M2 contributed \$35.29 million of the \$225.53 million cost of the ARTIC project.

Status:

As part of EAP efforts, OCTA held a competitive call in 2009 for eligible station cities for the development and implementation of station projects in preparation of future high-speed rail systems. The cities of Anaheim, Fullerton, Irvine, and Santa Ana were awarded funding for planning of major expansions of their Metrolink Stations. The City of Anaheim received environmental clearance for the ARTIC project in early 2012. The completed facility opened to rail and bus service on December 6, 2014.

On December 14, 2015, the Board amended the M2 Ordinance and Plan to officially close out Project T by considering the completion of ARTIC as fulfilling the intent of Project T, as the only Orange County station on the planned high-speed rail route. The remaining balance of M2 funds were then transferred to two projects in need: the Metrolink Service Expansion Program (part of Project R), and the Fare Stabilization Program for Seniors and Persons with Disabilities (part of Project U).

Present Day:

In partnership with transportation agencies, corridor cities, and stakeholders, the California High-Speed Rail Authority in 2008 planned a high-speed rail system that was envisioned to extend as far north as Sacramento and as far south as San Diego with a connection in Anaheim. Work on the Central Valley segment from Bakersfield to Merced continues, however other areas of the system have been postponed.

Benefits:

Early completion of Project T allowed for investment in Orange County's rail system to facilitate the planned ultimate integration of various high-speed rail systems within the County. The project relocated the prior rail station from leased land in the Los Angeles Angels of Anaheim parking lot, to its new permanent location as a multimodal station for all transit riders.

External Funding:

Federal: CMAQ, Regional Surface Transportation Program, FTA Sections 5309 and 5337, FTA Bus Livability, and Highway Safety Improvement Program, totaling \$76.07 million.

State: STIP totaling \$29.22 million.

M1 also provided \$85.27 million of which \$32.50 million for ROW will be repaid plus interest by the City of Anaheim by 2025.

Risks:

None – project completed.

T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

Related Projects:

California High-Speed Rail System.

Other Involved Agencies:

California High-Speed Rail Authority, Caltrans, cities of Anaheim, Fullerton, Irvine, and Santa Ana, CTC, FTA, and Metrolink.

Assumptions:

The California High-Speed Rail System will extend to the City of Anaheim as identified in their 2016 Business Plan.

References:

- M2 Eligibility Guidelines
- Section 5309 and 5337 Funding Guidelines
- California High-Speed Rail 2016 Business Plan
- December 2017 Project Status Report
- Capital Funding Program Report – Rail Project (August 2024)
- Status of Loan Agreements as of September 30, 2023



U. Expand Mobility Choices for Seniors and Persons with Disabilities

Description:

Project U provides funding for three programs to expand mobility choices for seniors and persons with disabilities.

The SMP, administered by OCTA, was first established in 2001. For the first ten years, this program was supported with Transit Development Act funds. The allocation of Project U funding ensures the continuation of dedicated resources to sustain this program.

The SNEMT Program was established by the County of Orange in 2003, utilizing Tobacco Settlement Revenue (TSR) to fund the program. Project U funding supplements existing TSR resources to expand the capacity of the program and increase the number of available SNEMT trips.

The Fare Stabilization Program ensures that fares for seniors and persons with disabilities continue to be discounted at the same percentage as 2006 levels.

Program Funding:

Up to \$177.47 million will be provided between 2025 through 2034.

Status:

SMP: This program offers a variety of senior transportation resources. Participating cities determine the services that best meet the needs of the seniors in their community. Examples of services include transportation for medical, nutrition, shopping, and social trips. As of June 2024, there are 32 cities participating in the program.

SNEMT: This program is administered by the County of Orange Office on Aging and is carried out by two transportation contractors. This program provides trips under Project U for non-emergency services such as trips to doctor and dental appointments, therapy, dialysis, and pharmacy visits.

Fare Stabilization: In December 2015, the Board approved an amendment to the M2 Ordinance and M2 Plan that backfilled a funding shortfall identified in this program with remaining Project T funds. Effective January 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues. With the amendment, projected Fare Stabilization revenues are expected to be solvent through the life of the M2 Program.

As of June 2024, approximately \$55.00 million has supported approximately 152.6 million trips through the Fare Stabilization Program, more than \$38.50 million^{10, 11} provided nearly three million trips through SMP, and more than \$41.10 million provided nearly 1.6 million trips through the SNEMT Program since the inception of M2.

¹⁰ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

¹¹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



U. Expand Mobility Choices for Seniors and Persons with Disabilities

Present Day:

Studies of senior mobility needs have identified seniors' preference for utilizing local, community-based transportation services rather than countywide or regional services.

The SMP allows participating cities to identify the specific mobility needs of the seniors in their communities and develop transportation programs to best meet those needs with available funding.

The SNEMT Program fills a gap in senior transportation services, as trips are often provided to seniors who do not qualify for OC ACCESS service, or to seniors whose advanced age or disposition make it difficult to use OC ACCESS service. Contracting with social service agencies to provide SNEMT services allows this program to provide enhanced service elements beyond the requirements of OC ACCESS, a paratransit service that complements OCTA's fixed-route bus service and is provided to comply with ADA.

Benefits:

M2 funding of these programs, combined with OC ACCESS service and other senior transportation services funded with public and private resources, provide a menu of mobility options for Orange County seniors, allowing them to select the service that most appropriately meets their transportation need.

External Funding:

Local jurisdictions contribute a 20 percent match to their SMP services. A variety of funding sources are used by cities for their SMP match requirement, including general fund, Community Development Block Grants, sponsorships, advertising revenue, transit fares, and administrative in-kind resources. The County of Orange utilizes primarily TSR funds to meet their maintenance of effort requirement.

Risks:

Local jurisdictions must meet eligibility requirements and provide matching funds for SMP.

Related Projects:

Not Applicable.

Other Involved Agencies:

Nearly all local jurisdictions. Participating SMP cities include: Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach, Stanton, Tustin, Villa Park, Westminster, and Yorba Linda. The Orange County Office on Aging administers the SNEMT Program.

Assumptions:

Project U is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project U Funding and Policy Guidelines
- OCTA's Comprehensive Business Plan



V. Community-Based Circulators

Description:

Project V provides funding to local jurisdictions through a competitive process to develop local bus transit services, such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services, and meet local needs in areas not adequately served by regional transit. Projects need to meet performance criteria, connect to bus and rail services, and document financial viability to be considered for funding.

Program Funding:

\$99.56 million between 2025 through 2034.

Status:

Since M2 inception, the Board has approved \$96.1 million for 49 projects (Note: service expansions and/or extensions from the 2018 & 2020 calls are counted as separate projects) and ten planning studies through five calls. This includes the Board-approved funding recommendations for 13 projects totaling more than \$42.3 million on September 13, 2024.

Of the 49 projects awarded by OCTA, 17 are currently active, 15 are planned, 13 have been cancelled (primarily due to low ridership), and four have been completed.

Present Day:

Project V helps address the regularly expressed need for local community-based transit service by Orange County communities.

Benefits:

Community-based circulators can provide relief to arterials in high traffic areas, provide non-auto based mobility options that meet specific local needs, and convenient alternative that improves access to regular special events that attract large numbers of visitors (i.e., OC Fair).

External Funding:

The local match requirement for both capital and any operating funds authorized by the Board is a minimum of ten percent.

Risks:

Local jurisdictions must meet eligibility requirements to receive funding. The ability to maintain service performance and ridership by adapting to volatile changes in travel behavior and remote work trends will be key. Regional transit operator shortages and demand for capital investments in electric vehicle infrastructures may impact long-term financial viability of existing services and ability to fund additional new services.

Related Projects:

Project S (some Project S and V routes could serve dual purposes).

Other Involved Agencies:

Participating local jurisdictions.



V. Community-Based Circulators

Assumptions:

Project V is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan



W. Safe Transit Stops

Description:

Project W provides funding for passenger amenities at the 100 busiest transit stops across Orange County. The intent is to assist bus riders in the ease of transfer between bus lines and provide passenger amenities.

Program Funding:

\$12.12 million between 2024 through 2035.

Status:

Since inception, the Board has approved over \$3.1 million for 122 stop improvements through three calls. To date, 59 stops have been completed, 53 stop improvements are either planned or underway, and ten improvements have been cancelled by the awarded agency. A future call will be evaluated based on local jurisdiction interest and cash flow analysis.

Present Day:

High volume stops are eligible for funding, which provides needed passenger amenities commensurate with the volume of riders.

Benefits:

Eligible improvements in locations where such amenities do not exist to enhance the customer experience. Improvements include enhancements such as sun/rain protection, passenger seating, improved lighting, etc.

External Funding:

Minimal local match provided for design requests; the rest is 100 percent M2 funded up to the Project W funding caps. If over the cap, then additional local agency funds are required.

Risks:

Local jurisdictions are responsible for amenities at bus stops. Depending on the amenities selected, long-term maintenance and costs could be required. Local jurisdictions must meet eligibility requirements and timely use of funds provisions to receive M2 funding.

Related Projects:

Not Applicable.

Other Involved Agencies:

Local jurisdictions with a top 100 busiest stop are eligible to receive these funds.

Assumptions:

Project W is assumed to be funded on a pay-as-you-go basis.

References:

- M2 Eligibility Guidelines
- Project W Guidelines
- OCTA's Comprehensive Business Plan



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NEXT 10

DELIVERY PLAN

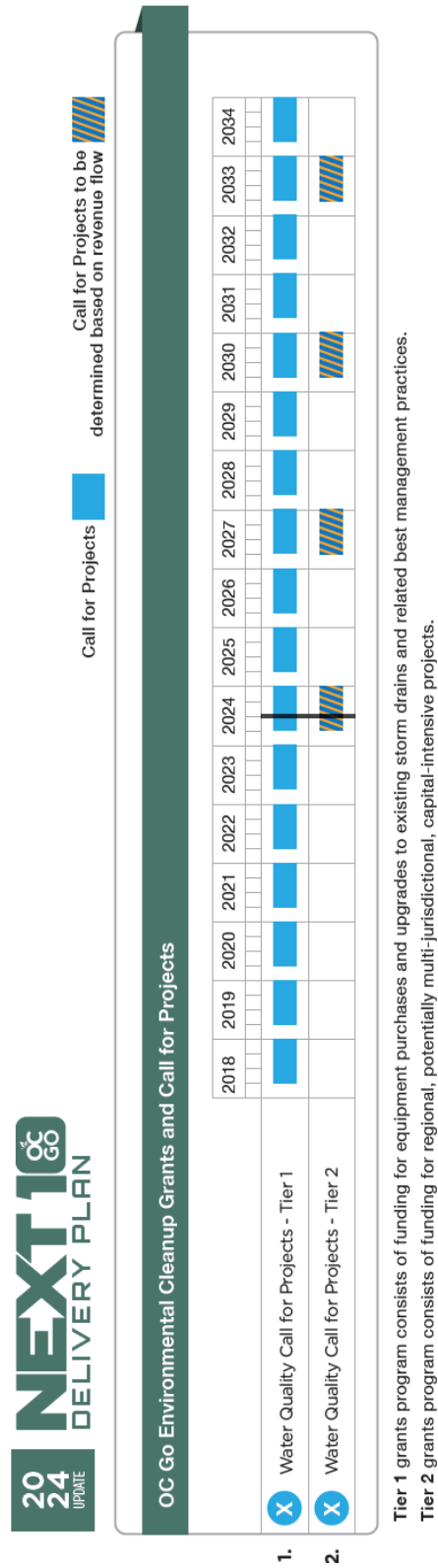


2.4 ENVIRONMENTAL CLEANUP PROGRAM

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EXHIBIT 30: OC GO ENVIRONMENTAL CLEANUP GRANTS AND CALLS





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2.4. Environmental Cleanup Program

Overview:

The ECP (Project X) allocates more than \$279 million toward improving overall water quality in Orange County from transportation-related pollution. Project X was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for Project X:

- Provide supplemental funds (not supplant) for existing transportation-related water quality programs.
- Allocate funds on a competitive basis to improve water quality standards in Orange County.
- Reduce transportation-generated pollutants along Orange County's streets, roads, and freeways.
- Implement best management practices to improve runoff from streets, roads, and freeways.

Additionally, as part of the overall M2 Plan, all M2 capital projects (freeway, street, and transit) must include water quality mitigation as part of their respective project scope and cost. Therefore, this source of funding is not eligible for environmental mitigation efforts.

Next 10 Plan Deliverables:

The Next 10 Plan for Project X recommends two major initiatives through 2034 consistent with the above framework:

1. Protect Orange County beaches by removing trash from entering waterways and inlets that ultimately lead to the ocean.
2. Work with the ECAC to develop the next tiers of water quality funding programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of Project X.



X. Environmental Cleanup Program

Description:

Project X implements street- and highway-related water quality improvement programs and projects that assist Orange County cities, the County of Orange and special districts in meeting federal Clean Water Act standards for urban runoff. Project X is intended to augment, not replace existing transportation related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs.

In May 2010, the Board approved a two--tiered approach to fund Project X. The Tier 1 grant program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collect on roadways and in storm drains. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices.

The Tier 2 grant program consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales which mitigate pollutants such as heavy metals, organic chemicals, and sediment and nutrients.

Program Funding:

\$94.85 million between 2025 and 2034.

Status:

To date, the Board has awarded over \$40.2 million to fund 233 Tier 1 projects across the County through 14 rounds of funding since M2 inception. This includes the Board-approved funding recommendations for 11 projects totaling more than \$3.7 million on October 14, 2024.

The Board has also awarded approximately \$34.9 million for 26 Tier 2 projects over three calls in 14 cities and the County of Orange. This includes the Board-approved funding recommendations for four projects totaling more than \$6.9 million on October 14, 2024.

The 2024 Next 10 Plan will continue to commit to annual Tier 1 calls. The timing for future Tier 2 calls will be evaluated based on local jurisdiction interest and cash flow analysis.

Present Day:


Staff estimates that nearly 70 million gallons (which equates to over 12,000 garbage trucks) of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. As the equipment is in service over time, the volume of trash captured is expected to increase. The funded Tier 2 projects, once fully operational, have the potential to recharge 157 million gallons of groundwater annually.

Benefits:

Improvements funded through this program will improve overall water quality in Orange County. Funds allocated on a countywide competitive basis will assist agencies in meeting federal Clean Water Act requirements for controlling transportation-generated pollution.

External Funding:

Local jurisdictions are required to provide a 20 percent (Tier 1) and 50 percent (Tier 2) minimum local cash match. Tier 2 matching funds may be reduced, depending on project readiness.



X. Environmental Cleanup Program

Risks:

Local jurisdictions must meet eligibility requirements and timely-use-of-funds provisions to M2 receive funding.

Related Projects:

Not Applicable.

Other Involved Agencies:

All local jurisdictions (cities and County of Orange). Third parties such as environmental organizations, homeowner's associations, non-profit groups, and water and wastewater public entities cannot be a lead agency applicant; however, they could jointly apply with an eligible applicant.

Assumptions:

Funds will be allocated on a countywide competitive basis to assist agencies with improving water quality related to transportation pollution.

References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- Tier 2 Grant Program Planning Study
- OCTA's Comprehensive Business Plan



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UPDATE

NEXT 10

DELIVERY PLAN

III. APPENDIX

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NEXT 10 DELIVERY PLAN



3.1. Next 10 Plan Funding Assumptions

To determine the status of the M2 Program, staff reviewed and updated cash flows for the Next 10 Plan for each of the program elements to test whether commitments provided to the voters as part of the M2 approval in November 2006 remain achievable. The revenue assumptions are based on the 2024 M2 revenue forecast of \$14.0 billion using the latest M2 revenue forecast methodology approved by the Board. The Next 10 Plan also assumes approved TIFIA proceeds, Full Funding Grant Agreement, and net excess 91 Express Lanes revenues for eligible projects. Revenues and expenses were merged into a high-level cash flow model. Bonding assumptions were reviewed to determine the need to address projected negative ending balances by year (compared to a pay-as-you-go scenario) and are constrained to minimum debt coverage ratios.

Freeway Program

Revenues for the M2 Freeway Program assumed a proportional share (43 percent) of net M2 revenue. From inception to 2034, the Freeway Program would receive approximately \$4.00 billion in M2 revenue, \$495.44 million in prior bond proceeds, and \$1.76 billion in state/federal grants, \$89.00 million in committed TIFIA proceeds, \$656.20 million in net excess 91 Express Lanes revenue for eligible projects, \$35.71 million in interest, and \$20.00 million transferred in from M1 for a total of \$7.06 billion in total revenue. Costs for the same period total \$6.08 billion (including debt service payments against prior bonding).

For the 2024 Next 10 Plan update, forecasted revenues and costs through 2041 were also tested for the complete M2 Freeway Program to ensure it could be delivered consistent with commitments. For projects currently in environmental or final design, project schedules and costs were based on data provided by OCTA's Project Controls Department. For projects that have not yet entered the environmental phase, conceptual estimates were prepared based on a scoring of congestion relief, project readiness, and cost escalation risks (associated with project delays). There are no anticipated bond issuances looking out to 2041. As always, bonding is constrained to legal debt coverage ratios, and a Plan of Finance is brought separately to the Board for approval as needed with refined bond assumptions.

Prior to FY 2024-25, 14 of the 30 freeway projects have been completed, as listed in Exhibit 31.

EXHIBIT 31: COMPLETED M2 FREEWAY PROJECTS

Completed M2 Freeway Projects		Construction Complete	Cost*
1. Project A	I-5 between SR-55 and SR-57	2021	\$38.9
2. Project C, D	I-5 between Avenida Pico and Avenida Vista Hermosa/ Avenida Pico Interchange	2018	\$83.6
3. Project C	I-5 between Avenida Vista Hermosa and PCH	2017	\$75.3
4. Project C	I-5 between PCH and San Juan Creek Road	2018	\$74.3
5. Project D	I-5, Ortega Highway Interchange	2016	\$79.8
6. Project E	SR-22 Access Improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard	2008	M1\$'s
7. Project G	SR-57 Northbound from Katella Avenue to Lincoln Avenue	2015	\$38.0
8. Project G	SR-57 Northbound from Orangethorpe Avenue to Yorba Linda Boulevard	2014	\$52.3
9. Project G	SR-57 Northbound from Yorba Linda Boulevard to Lambert Road	2014	\$54.1
10. Project H	SR-91 Westbound from I-5 to SR-57	2016	\$59.2
11. Project I	SR-91 Westbound from Tustin Avenue Interchange to SR-55	2016	\$42.5
12. Project J	SR-91 between SR-55 to SR-241	2013	\$79.7
13. Project J	SR-91 Eastbound from SR-241 to SR-71	2011	\$57.8
14. Project K	I-405 between SR-73 and Interstate 605 (I-605)	2024	\$1,620.0
Completed M2 Freeway Projects Total:			\$2,355.5

* Cost in millions

Streets and Roads

The M2 Streets and Roads Program consists of Project O (RCP), Project P (RTSSP), and Project Q (LFS). Combined M2 revenues for these programs assume a proportional share (32 percent) of net M2 revenue. From inception to 2034, the Streets and Roads Program would receive approximately \$2.98 billion in M2 revenue, \$45.50 million in interest, \$121.62 million in prior bond proceeds, and \$627.53 million in M1 and state/federal grants (primarily for the OC Bridges Program), for a total of \$3.77 billion in total revenue. This includes \$6.69 million in SB 1 and \$9.10 million in Solutions for Congested Corridors Program funding leveraged for Project P. Costs for the same period would total approximately \$3.54 billion (including debt service payments against prior bonding).

Part of Project O includes the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. These grade separations, listed in Exhibit 32, increased safety for everyone traveling through the intersections and eliminated delays caused by trains.

EXHIBIT 32: COMPLETED OC BRIDGES – GRADE SEPARATION PROJECTS

Completed OC Bridges – Grade Separation Projects		Construction Complete	Cost*
1. Project O	Kraemer Boulevard (Anaheim/Placentia)	2014	\$63.8
2. Project O	Placentia Avenue (Fullerton/Placentia)	2014	\$64.5
3. Project O	Orangethorpe Avenue (Anaheim/Placentia)	2016	\$105.9
4. Project O	Tustin Avenue/Rose Drive (Anaheim/Placentia)	2016	\$96.7
5. Project O	Lakeview Avenue (Anaheim/Placentia)	2017	\$110.7
6. Project O	Raymond Avenue (Fullerton)	2018	\$126.2
7. Project O	State College Boulevard (Fullerton)	2018	\$99.6
Completed OC Bridges – Grade Separation Projects Total:			\$667.4

*Cost in millions

Transit Program

The M2 Transit Program consists of Project R (High Frequency Metrolink Service), Project S (Transit Extensions to Metrolink), Project T (Metrolink Gateways), Project U (Seniors/Disabled Persons Mobility Programs), Project V (Community-Based Transit/Circulators), and Project W (Safe Transit Stops). Revenues for the M2 Transit Program assume a proportional share (approximately 25 percent) of net M2 revenue. From inception to 2034, the Transit Program would receive approximately \$2.33 billion in M2 revenue, \$51.68 million in prior bond proceeds, \$726.43 million in external revenue, \$45.65 million transferred from M1, and \$19.33 million in interest for a total of \$3.17 billion. The cash flow includes \$158.36 million in Federal New Starts funding, \$108.13 million in federal CMAQ, \$13.60 million in federal FTA 5307, and \$175.43 million in State Cap-and-Trade for the OC Streetcar project. Expenses for this same time period total \$2.80 billion (including debt service payments against prior bonding). The unprogrammed balance for Project S allows for the option of an additional future transit connection project.

Environmental Cleanup Program

The M2 ECP consists of Project X (Cleanup Highway and Street Runoff that Pollutes Beaches). Revenues for the M2 ECP assume two percent of gross annual M2 sales tax revenue. From inception to 2034, the ECP would receive approximately \$189.2 million in M2 revenue. Expenses for this same time period total \$144.4 million.



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3.2. Common Abbreviations

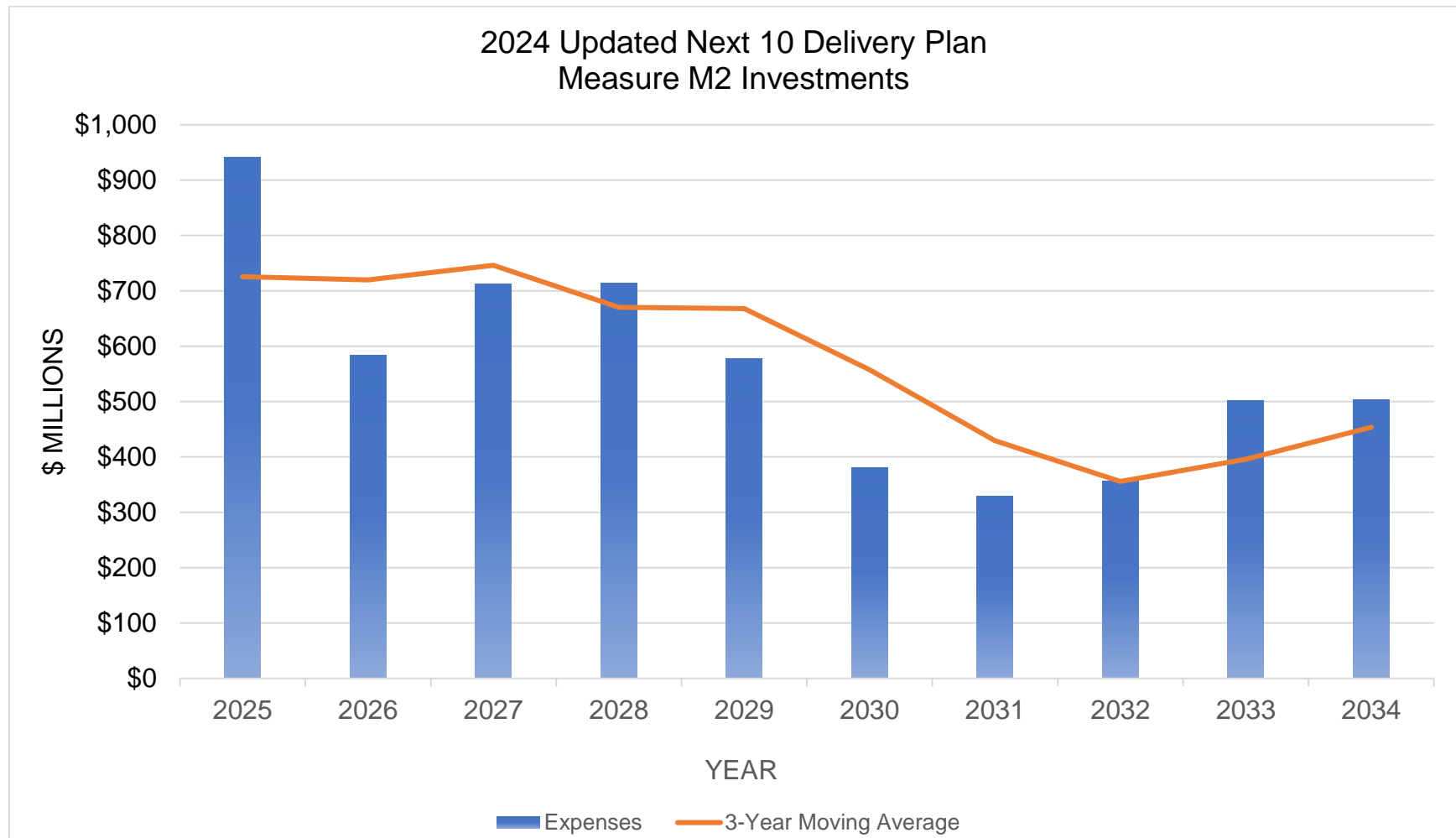
Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
BNSF Railway Company	BNSF
Board of Directors	Board
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Highway Patrol	CHP
California Public Utilities Commission	CPUC
California State Transportation Agency	CalSTA
California Transportation Commission	CTC
Call for Projects	Call
Congestion Mitigation and Air Quality	CMAQ
Conservation Properties	Preserves
Coronavirus	COVID-19
Early Action Plan	EAP
Eastbound Corridor Operations Project	ECOP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Federal Highways Administration	FHWA
Federal Transit Administration	FTA
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Infrastructure Construction Cost Pressure Index	ICCPi
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles-San Diego-San Luis Obispo	LOSSAN
Master Plan of Arterial Highways	MPAH
Measure M	M1
Measure M2 or Renewed Measure M	M2
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Next 10 Delivery Plan	Next 10 Plan
Orange County Business Council	OCBC
Orange County Transportation Authority	OCTA
Ordinance No. 3	M2 Ordinance

3.2. Common Abbreviations

Pacific Coast Highway	PCH
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Service Authority for Freeway Emergencies	SAFE
State Highway Account	SHA
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 73	SR-73
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Transit and Intercity Rail Capital Program	TIRCP
Tobacco Settlement Revenue	TSR
Transportation Infrastructure Finance and Innovation Act	TIFIA
Transportation Investment Plan	Plan
United States Army Corps of Engineers	USACE
United States Fish and Wildlife Service	USFWS
Year of Expenditure	YOE

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2024 Updated Next 10 Delivery Plan Progress on Deliverables

Significant Measure M2 (M2) progress and accomplishments have been made since 2007. The 2024 update of the Next 10 Delivery Plan (Next 10 Plan) confirms that M2 can be delivered consistent with the commitment to voters, however, Metrolink operations still require close monitoring. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from fiscal year (FY) 2024-25 through FY 2033-34, equating to approximately \$5.6 billion invested to improve the local transportation system.

Freeways

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

Status:

The M2 Freeway Program is currently made up of 30 projects/project segments of which 14 have been completed to date. Deliverable 1 includes 13 projects to be delivered through construction as reflected in the table below.

In Construction		Construction Complete	Cost*
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2025	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/ La Paz Road Interchange	2024	\$230.3
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$209.3
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	State Route 55 (SR-55) between Interstate 405 (I-405) and I-5	2027	\$505.7
		Subtotal	\$1,187.1
In Design		Construction Complete	Cost*
5. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
6. Project B	I-5 between Yale Avenue and SR-55	2029	\$258.2
7. Project F	SR-55 between I-5 and State Route 91 (SR-91)	2029	\$131.3
8. Project G	State Route 57 (SR-57) Northbound from Orangewood Avenue to Katella Avenue	2028	\$114.9
9. Project I	SR-91 between SR-55 and Lakeview Avenue	2028	\$134.0

2024 Updated Next 10 Delivery Plan Progress on Deliverables

In Design		Construction Complete	Cost*
10. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4
11. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$238.5
12. Project M	I-605 Katella Avenue Interchange	2026	\$49.7
		Subtotal	\$1,365.5
In Environmental		Construction Complete	Cost*
13. Project J	SR-91 between SR-241 and Orange/Riverside County Line	2030	\$161.8 ^{1,2}
		Deliverable 1 Total	\$2,714.4

*Cost in millions

The completion of these 13 projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program.

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

Status: The three remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2034, making them shelf-ready for future advancement. The table below reflects these projects along with updated environmental clearance schedules and estimated costs.

Remaining Projects		Environmentally Clear/ Shelf-Ready	Cost
1. Project D	I-5 El Toro Road Interchange	2026	\$120.5 ²
2. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2029	\$226.0 ²
3. Project L	I-405 between I-5 and SR-55	2018	\$269.6
		Remaining M2 Freeway Projects Total	\$616.1³

*Cost in millions

¹ Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

² These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

³ The total will be revised once the two remaining projects (Project D and G) have a selected project alternative and complete environmental clearance.

2024 Updated Next 10 Delivery Plan Progress on Deliverables

Streets and Roads

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

Status: Since inception, OCTA has awarded approximately \$556.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual competitive calls for projects (call). Additionally, \$736.3 million^{4,5} in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

Transit

4. **Maintain Metrolink service (Project R).**

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

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 the coronavirus. Metrolink ridership recovery continues to struggle, which impacts 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 additional external funds, the current service cannot be sustained beyond FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While emergency work has been completed and service has resumed, long-term solutions need

⁴ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁵ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.

2024 Updated Next 10 Delivery Plan Progress on Deliverables

to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient LOSSAN corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time. OCTA will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include installation of all tracks and overhead contact system poles, continued installation of overhead wires, train warning, and gate systems, and continued construction of the Maintenance and Storage Facility (MSF). All eight cars are complete and are in storage at the vehicle manufacturer's storage facility. Construction is anticipated to be complete to begin revenue operations in late 2025.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$134.7 million^{6,7} has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on

⁶ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

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2024 Updated Next 10 Delivery Plan Progress on Deliverables

Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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

Status: Since inception, OCTA has approved 49 projects and ten planning studies totaling approximately \$96.1 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 17 projects are active, 15 are planned, 13 have been cancelled (primarily due to low ridership), and four have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation.

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

Status: Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 59 improvements have been completed, 53 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

Environmental

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

Status: The M2 freeway Environmental Mitigation Program (EMP) includes seven conservation properties totaling more than 1,300 acres and 12 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes

2024 Updated Next 10 Delivery Plan Progress on Deliverables

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

OCTA makes annual endowment deposits of approximately \$2.9 million. As of June 30, 2024, the endowment balance was \$28,424,735. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28.

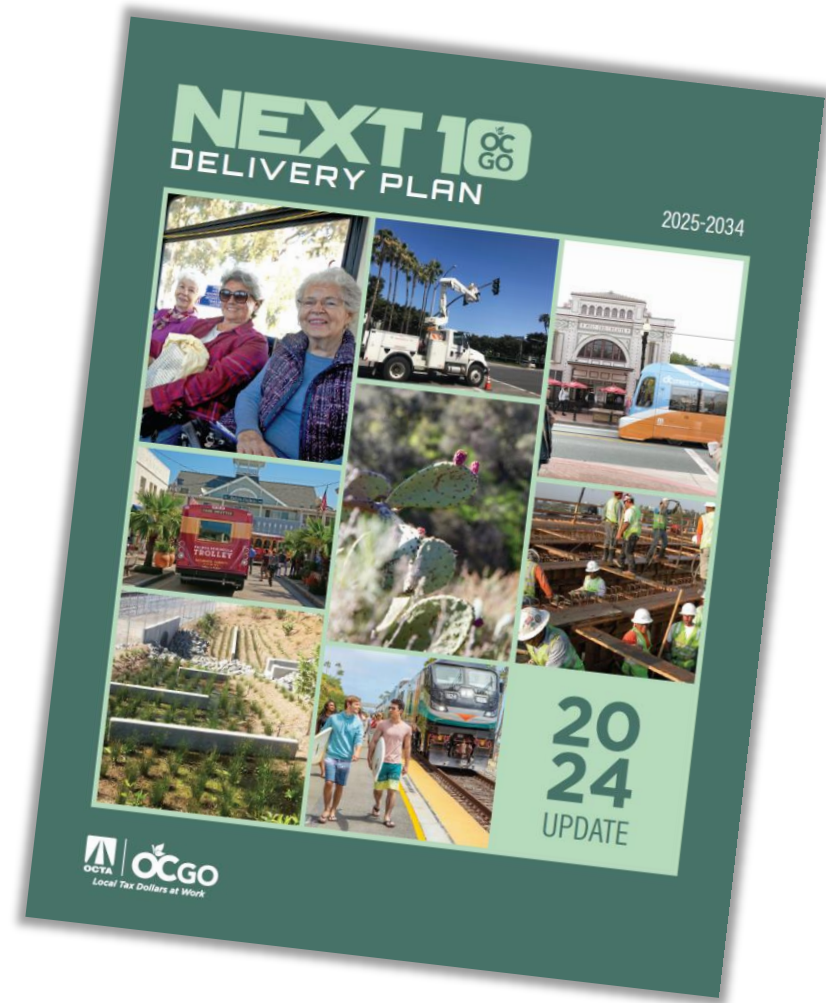
- 10. Work with the Environmental Cleanup Allocation Committee to develop the next tiers of water quality programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$40.3 million in funding for 233 Tier 1 projects through 14 calls and \$34.9 million for 26 Tier 2 projects through three calls.

Measure M2



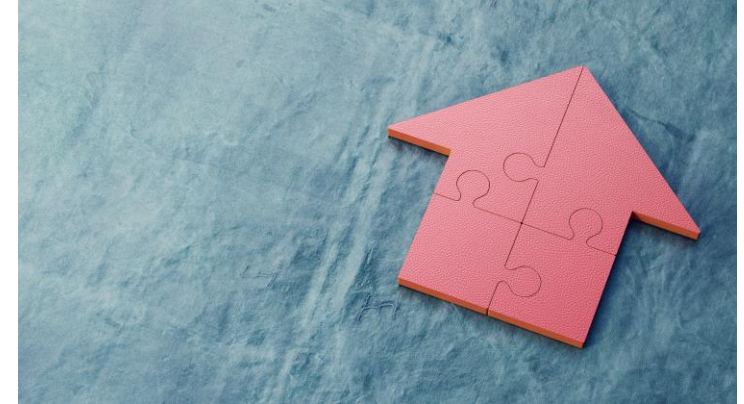
- Purpose
- Accomplishments
- Financial Outlook
- Deliverables
- Risks
- Next Steps



- Purpose:
 - Validate OCTA's ability to deliver M2
 - Outline near-term workplan
 - Establish common understanding among stakeholders
 - Set baseline upon which future changes are measured
 - Provide basis for preparation of OCTA's annual budgets for capital projects
- Principles:
 - Confirm promised plan can be delivered
 - Ensure financial sustainability
 - Implement projects and programs expeditiously



- Freeways
 - ✓ 14 projects completed
 - ✓ 794,000 motorist assists/lane clearances
 - ✓ Endowment to protect mitigation properties
- Streets and Roads
 - ✓ 168 street capacity improvement projects
 - ✓ 134 signal synchronization projects
 - ✓ \$736.3 million in flexible funding distributed
- Transit
 - ✓ Station, track, and grade crossing improvements
 - ✓ Expanded Metrolink service
 - ✓ OC Streetcar underway
 - ✓ \$134.7 million for expanded mobility choices for seniors and persons with disabilities
 - ✓ 36 community-based circulators
 - ✓ 112 bus stop enhancements
- Environmental Cleanup
 - ✓ 241 water quality projects
 - ✓ 70 million gallons of trash collected



Note: Figures reflect only active or completed projects

- Revenue:
 - \$14.0 billion of M2 funds
 - \$3.9 billion of external funds
- Investment of \$5.6 billion into local transportation system over ten years
- Conservative debt service coverage ratios
- No additional bond issuances



ENVIRONMENTAL

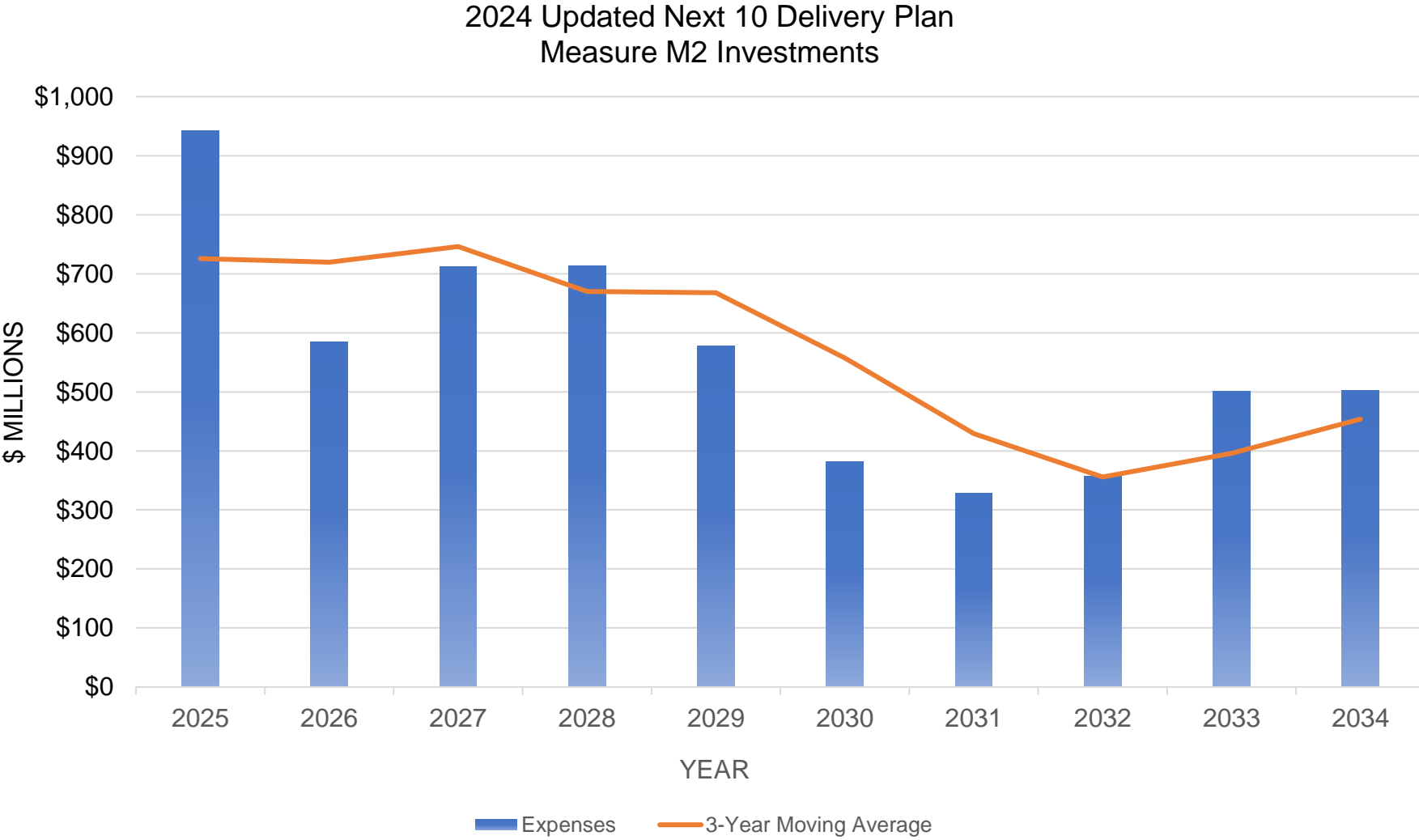


A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program



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

Next 10 Delivery Plan Investments



Next 10 Delivery Plan Deliverables Summary

Freeways

- Deliver 13 freeway projects
- Continue annual endowment deposits

Streets and Roads

- Return 18 percent to local agencies for transportation needs
- Provide annual grants to address street bottlenecks and gaps
- Fund ongoing coordination of 2,400 traffic signals

Transit

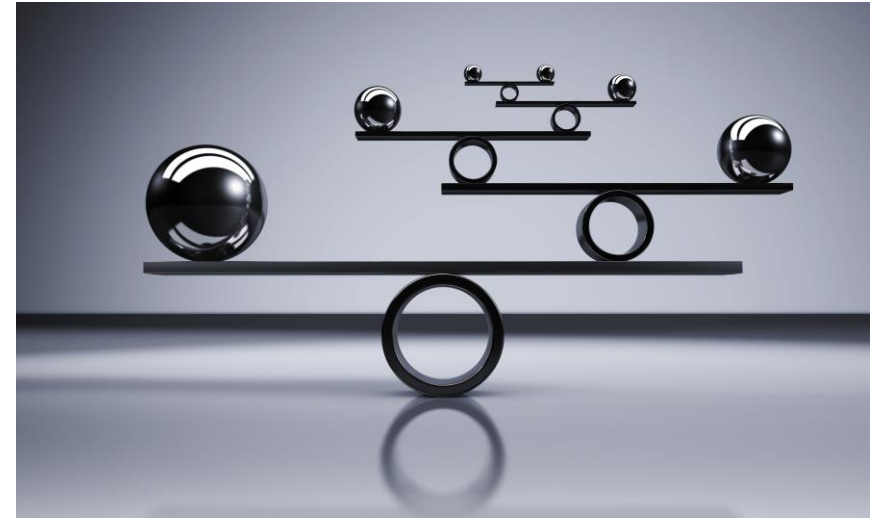
- Continue operation of Metrolink
- Complete OC Streetcar construction and begin operations
- Offer enhanced mobility options for seniors and persons with disabilities
- Continue to support local transit circulators
- Continue to improve the top 100 busiest transit stops

Environmental Cleanup

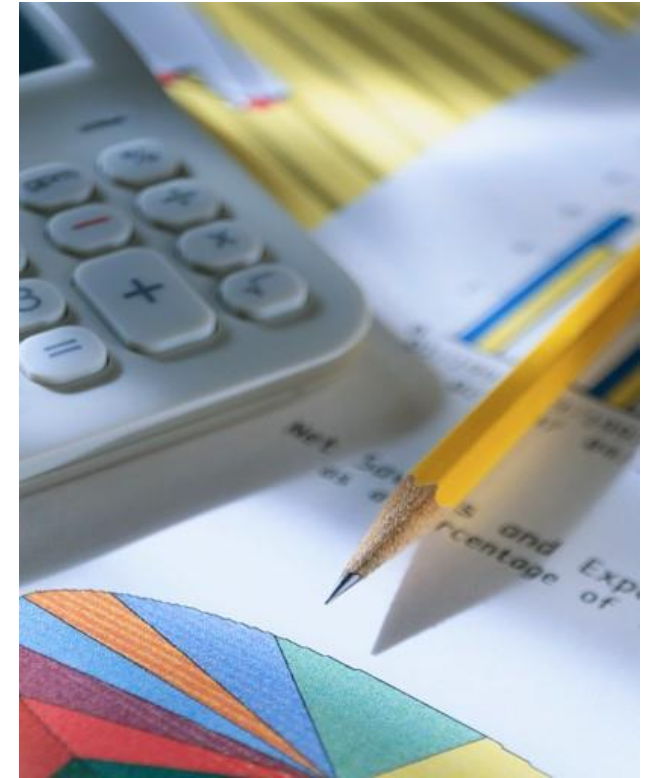
- Provide ongoing grants for water cleanup



- Funding
 - Economic fluctuations
 - Changing external funding policy priorities
 - Metrolink operations
- Regulatory
 - New environmental requirements
 - Project approvals
- Climate
 - Rail infrastructure



- M2 plan deliverable as promised
- Continued investments across all categories
- M2 revenue forecast still exceeds pre-pandemic level
- Changes to project cost estimates as design phases are completed
- Anticipated tempering of inflationary environment
- Need for a sustainable Metrolink plan



- Distribute the updated Next 10 Delivery Plan to local jurisdictions and stakeholders
- Work with transportation partners on delivery of the Next 10 Delivery Plan
- Monitor the risks and return to the Board of Directors with updates as appropriate



Interstate 605/Katella Avenue Interchange Project Update



I-605  | Katella
INTERCHANGE



Safer. Smarter. Smoother.



Project Overview

- Measure M2 - Project M
- Project included in Next 10 Delivery Plan; advanced by ten years
 - Environmental phase completed in October 2018
 - Design phase completed in September 2024
- Construction estimate \$30 million
 - funded by federal Surface Transportation Block Grant and Measure M2 funds



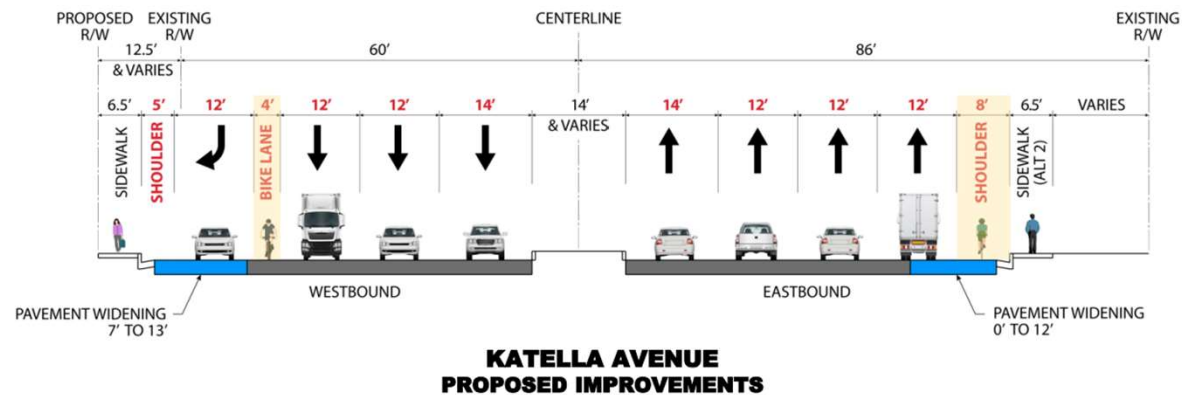
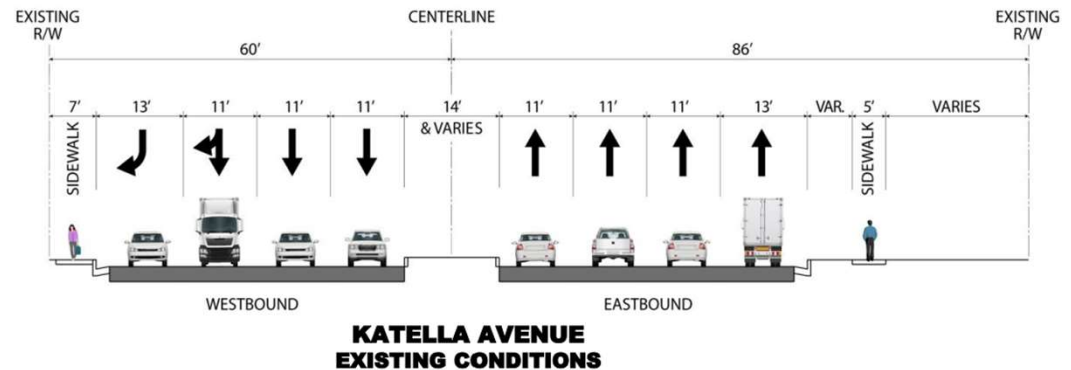
Project Overview

- Modifies northbound and southbound ramps at Katella Avenue
- Improves operations for all modes (vehicular, bicycle, and pedestrian)
- Closes the gaps in existing bicycle lanes
- Enhances sidewalk connectivity through interchange



Project Improvements

- Provide continuous sidewalks between Coyote Creek Channel and Civic Center Drive
- Add class II bicycle lanes in each direction of Katella Avenue
- Enhance pedestrian safety



Milestone Schedule



Milestone	Timeframe
Completed Final Design	September 2024
Advertise for Construction	November 2024
Begin Construction	Spring 2025
Complete Construction	Fall 2026

Dates are subject to change.

Public Outreach

- Stakeholder ascertainment
- Briefings and presentations
- In-person/virtual community meetings
- Community booths and events
- Business and school outreach
- Collateral development
- Construction alert
- Social media
- Closures/detour map

