



MEASURE M2 QUARTERLY PROGRESS REPORT

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

Third Quarter Highlights:

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





SUMMARY

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

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

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



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



MEASURE M2 PROGRESS REPORT

TABLE OF CONTENTS

Section	Project	Page
Project Schedules		<u>i</u>
M2 Delivery Risk Update		<u>1</u>
Next 10 Delivery Plan Update		<u>4</u>
Freeway Program (Projects A-N)		9
Interstate 5 (I-5) Projects	[A-D]	9
State Route 22 (SR-22) Projects	[E]	<u>13</u>
State Route 55 (SR-55) Projects	[F]	<u>13</u>
State Route 57 (SR-57) Projects	[G]	<u>14</u>
State Route 91 (SR-91) Projects	[H-J]	<u>16</u>
Interstate 405 (I-405) Projects	[K-L]	<u>19</u>
Interstate 605 (I-605) Projects	[M]	<u>21</u>
Freeway Service Patrol	[N]	<u>21</u>
Streets and Roads Programs (Projects O, P and Q)		<u>22</u>
Regional Capacity Program and OC Bridges Railroad Program	[O]	<u>22</u>
Regional Traffic Signal Synchronization Program	[P]	<u>24</u>
Local Fair Share Program	[Q]	<u>26</u>
Transit Programs (Projects R, S, T, U, V and W)		<u>27</u>
High Frequency Metrolink Service	[R]	<u>27</u>
Transit Extensions to Metrolink	[S]	<u>32</u>
Metrolink Gateways	[T]	<u>34</u>
Expand Mobility Choices for Seniors and Persons with Disabilities	[U]	<u>34</u>
Community Based Transit/Circulators	[V]	<u>36</u>
Safe Transit Stops	[W]	<u>37</u>
Environmental Programs (Project X and Freeway Mitigation Program)		<u>38</u>
Environmental Cleanup	[X]	<u>38</u>
Freeway Mitigation Program (part of Projects A - M)		<u>39</u>
Program Management Office		<u>42</u>
M2 Financing and Schedule of Funding		<u>46</u>
Local Fair Share - M2 Funding by Agency		<u>53</u>
Capital Action Plan - Capital Project Status		<u>55</u>
Common Abbreviations		<u>61</u>















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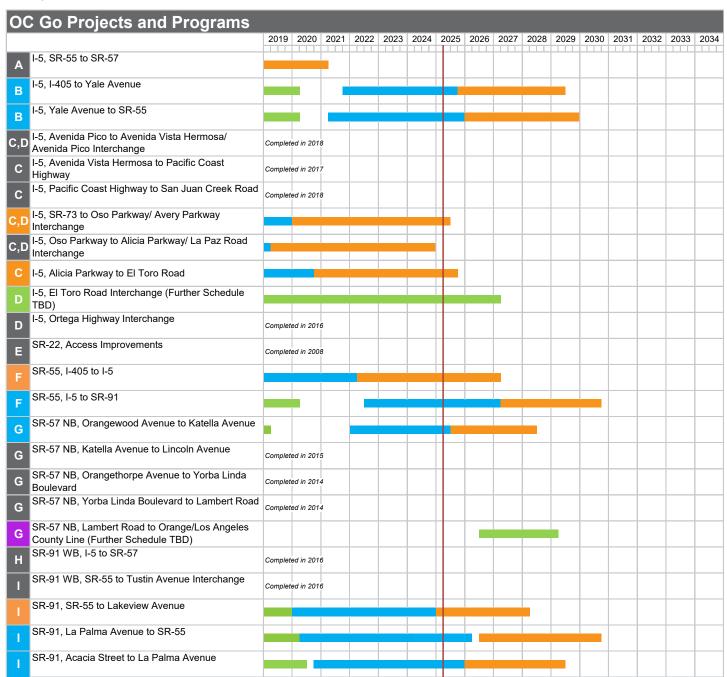
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Design, Advertise, & Award

Design-Build

Construction

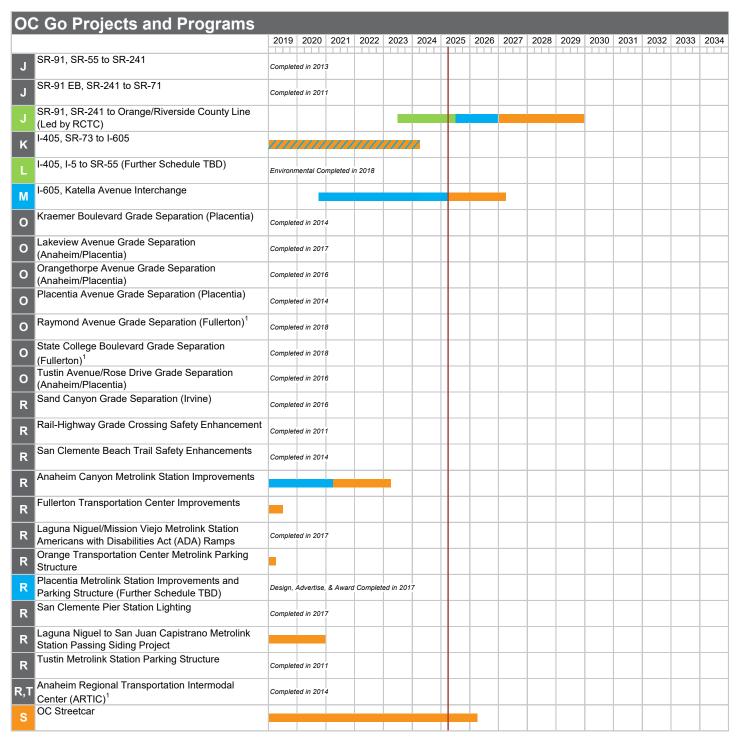
Complete



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

For full project schedules, see https://octa.net/programs-projects/programs/oc-go-measure-m/
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¹ Projects managed by local agencies



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¹ Projects managed by local agencies



M2 DELIVERY RISK UPDATE ▼

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

Del	ivery Risk	Explanation	Proposed Action	
Fin	Financial			
1	by economic conditions. The 2024 M2 revenue forecast is \$14 billion, which is a \$800 million (-5.4 percent)			
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are low.	
3	Potential for an environment of increasing cost for M2 capital projects.	the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates moderate		



Deli	very Risk	Explanation	Proposed Action
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
5	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	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
Res	ource		
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.	Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment	and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage



Del	ivery Risk	Explanation	Proposed Action	
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.	
Clir	nate			
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the Wildlife Agencies. In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.	Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-	
Reg	gulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	approval policies place great emphasis on reducing travel by		



NEXT 10 DELIVERY PLAN

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

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

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

Next 10 Plan Deliverables

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

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

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

Upcoming activities:

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



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

The three remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2034, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.

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

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

On August 12, 2024, the Board authorized the 15th call to support local streets and roads improvement projects throughout Orange County. Applications were received on October 24, 2024. Based upon the project selection criteria in the Comprehensive Transportation Funding Program (CTFP) guidelines, projects will be prioritized for Board consideration in spring 2025. For more details, see the project updates on page 22 and page 24.

Upcoming activities:

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

4. Maintain Metrolink service (Project R).

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

¹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

² On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. On October 21, 2024, Metrolink implemented a service optimization schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 58 trains, a 29 percent increase from the 45 weekday trains previously serving Orange County. The 2024 Next 10 Plan cashflow includes the assumption of Transit and Intercity Rail Program (TIRCP) formula funds to help sustain Metrolink operations through FY 2037-38. Without this funding or changes in service levels, ridership growth, or operations and rehabilitation costs, the current service cannot be sustained beyond FY 2031-32. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2. For more details, see project updates on page 27.

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

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

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



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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$144 million^{3,4} has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see the program updates on page 34.

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

Since inception, OCTA has approved 49 projects and ten planning studies totaling over \$96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on page 36.

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

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on page 37.

³ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁴ On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



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

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

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

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded more than \$40.2 million in funding for 233 Tier 1 projects through 14 calls and approximately \$34.9 million for 26 Tier 2 projects through three calls. The 15th Tier 1 call was released on March 10, 2025. For more details, see the program updates on page 38.

Upcoming activities:

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



PROJECT A

INTERSTATE 5 (I-5) PROJECTS

Segment: I-5, SR-55 to SR-57
Status: PROJECT COMPLETE

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



Summary: This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The total cost is measured against an amended baseline cost established in the first quarter of FY 2017-18; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2018-19. The project was officially completed three months ahead of schedule on January 6, 2021, and plant establishment was completed on May 24, 2021.

PROJECT B

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

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

Status: Design Phase Underway – 95 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

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



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

Design Phase Underway – 99 Percent Complete Status: Jeff Mills, Capital Projects • (714) 560-5925 Contact:

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

PROJECT C AND

I-5, Avenida Pico to San Juan Creek Road is one project broken into three segments. The final ED and PR were approved on October 26, 2011. All three segments were completed, and the improvements opened to traffic on March 13, 2019.

Segment: I-5, Avenida Pico to Avenida Vista Hermosa/Avenida Pico Interchange

Status: PROJECT COMPLETE

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

This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, and was officially completed on August 23, 2018. Plant establishment was completed in May 2019. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2014-15.

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

Status: PROJECT COMPLETE

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

This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Summary: Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, and was officially completed on July 31, 2017. Plant establishment was completed in May 2018. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of 10 FY 2013-14.

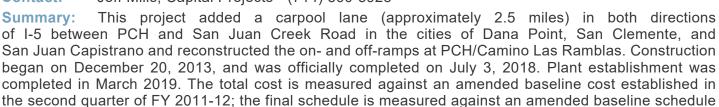


Segment: I-5, Pacific Coast Highway to San Juan Creek Road

PROJECT COMPLETE Status:

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

established in the second quarter of FY 2013-14.



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

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

Status: Construction Underway – 99 Percent Complete Contact: Jeff Mills, Capital Projects • (714) 560-5925

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

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

Status: PROJECT COMPLETE

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

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





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

Status: Construction Underway – 95 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

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

PROJECT D

This project will update and improve key I-5 interchanges at Avenida Pico, Ortega Highway, Avery Parkway, La Paz, and El Toro Road. Three interchange improvements at La Paz, Avery Parkway, and Avenida Pico are included and discussed as part of the respective segments in Project C.

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

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



Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The final schedule is measured against an amended baseline scheduled established in the fourth quarter of FY 2011-12. The project was officially completed on January 15, 2016.

Segment: I-5, El Toro Road Interchange

Status: Environmental Phase Two Underway – 55 Percent Complete

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

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be



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

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: SR-22 Access Improvements

Status: PROJECT COMPLETE

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



Summary: Completed in 2008, this project made improvements at three key SR-22 interchanges (Brookhurst Street, Euclid Street, and Harbor Boulevard) in the City of Garden Grove to reduce freeway and street congestion. This M2 project was completed early as a "bonus project" provided by the original M1.

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

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

Status: Construction Underway – 45 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

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



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

Status: Design Phase Underway – 82 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 4560-5925

Summary: This project includes the addition of a general purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23. The design of this project was initiated on August 8, 2022. This quarter, the design team continued to address and resolve outstanding comments on the 95 percent design package submittal. The team worked on ROW maps and necessary documents to initiate ROW appraisal.

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Underway – 99 Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will add a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. The design of this project was initiated on March 28, 2022. This quarter, the design team obtained all necessary permits from applicable public agencies. Coordination continued with Caltrans to obtain ROW Certification and to finalize the 100 percent design package. The project is anticipated to achieve ROW Certification and Ready to List status in spring 2025.

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

Status: PROJECT COMPLETE

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

All I

Summary: This project increased capacity by adding a new general purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. The project was officially completed on April 21, 2015.



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

Status: PROJECT COMPLETE

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

Summary: This project increased capacity by adding a northbound general purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on November 6, 2014.

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

Status: PROJECT COMPLETE

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

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

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

Status: Project Study Report-Project Development Support (PSR-PDS) Document Preparation

Underway – 85 Percent Complete

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

Kristin Tso, Planning • (714) 560-5496

Summary: Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. The proposed project included mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, the project opened to traffic in December 2023, and construction was fully completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program









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

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

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

Status: PROJECT COMPLETE

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

A Partie

Summary: This project increased capacity by adding a general purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. The project was officially completed on June 23, 2016.

PROJECTI

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

Status: PROJECT COMPLETE

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



Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2012-13. The project was officially completed on July 15, 2016.



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

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

Status: Construction Underway - One Percent Complete
Contact: Jeff Mills, Capital Projects • (714) 560-5925

Summary: This project will provide westbound operational improvements (approximately 2.2 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2024-25; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project when the 100 percent design package was developed. The project was advertised for construction on June 24, 2024. This quarter, the construction contract was awarded on January 3, 2025, and approved on February 18, 2025. A pre-construction meeting was held on March 11, 2025, and construction is anticipated to begin in April 2025.

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

Status: Design Phase Underway - 92 Percent Complete

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

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2019-20; the forecasted scheduled is measured against an amended baseline schedule established in the first quarter of FY 2020-21. The design of this project was initiated on June 17, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. However, per Caltrans' request, both projects will be separated and will proceed as independent projects. This quarter, the design team continued to address and resolve outstanding comments on the final design package submittal.



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

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

PROJECT J

Segment: SR-91, SR-55 to SR-241
Status: PROJECT COMPLETE

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

FY 2010-11. The project was officially completed on March 5, 2013.

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



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

Status: PROJECT COMPLETE

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

Summary: This project improved mobility and operations by adding an eastbound lane (approximately six miles) through a key stretch of SR-91 between Orange County's SR-241 and Riverside County's SR-71, widened existing eastbound lanes and shoulders, and reduced traffic weaving as a result of traffic exiting at SR-71 and Green River Road. The final ED and PR were approved on December 28, 2007. Construction began on September 16, 2009, and the improvements opened to traffic on December 2, 2010. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2010-11. The project was officially completed on January 31, 2011. Because this project was shovel-ready, OCTA was able to obtain American Recovery and Reinvestment Act funding for this M2 project, saving M2 revenues for future projects.

Segment: SR-91, SR-241 to Orange/Riverside County Line

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound

Corridor Operation Project Environmental Phase Underway – 65 Percent Complete

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

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

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



PROJECT K

INTERSTATE 405 (I-405) PROJECTS

Segment: I-405, SR-73 to I-605 Status: PROJECT COMPLETE

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



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

PROJECT L

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

Status: Environmental Phase Complete

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

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public comments received during public circulation, and as a result of the effort, recommended adding one general purpose lane in both directions. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2015-16. The final ED and PR were approved on August 31, 2018. The design phase is anticipated to begin in 2030 and will be constructed beyond the Next 10 Plan timeframe.

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



PROJECT M

<u>INTERSTATE 605 (I-605) PROJECTS</u>

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase - 99 Percent Complete

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

Summary: This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The forecasted cost is measured against an amended baseline cost established in the third quarter of FY 2019-20; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2021-22. The design of this project was initiated on December 28, 2020. The project was advertised for construction on November 18, 2024, and bids were opened on January 23, 2025. The project is anticipated to be awarded in April 2025. This quarter, the construction management team secured a field office and coordinated logistics with Caltrans. The design team continued to coordinate with Caltrans and the construction management team on timing of utility relocations and third-party coordination for the project. In addition, the outreach team held coordination meetings with the City of Los Alamitos and continued to update public outreach materials.

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

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

Summary: The Freeway Service Patrol (FSP) assists motorists whose vehicles become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 15,776 services.⁶ Since June 2012, FSP has provided 843,042 services⁶ on the Orange County freeway system.

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



PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 15th Call Applications Under Review

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

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

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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

Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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

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





the improvements opened to traffic on June 6, 2017. The final schedule is measured against an amended baseline schedule established in the first quarter of FY 2013-14. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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

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

Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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

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

Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

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

Summary: This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. The total cost is measured against an amended baseline cost established in the first quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2013-14. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.







Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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

Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

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

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

PROJECT P

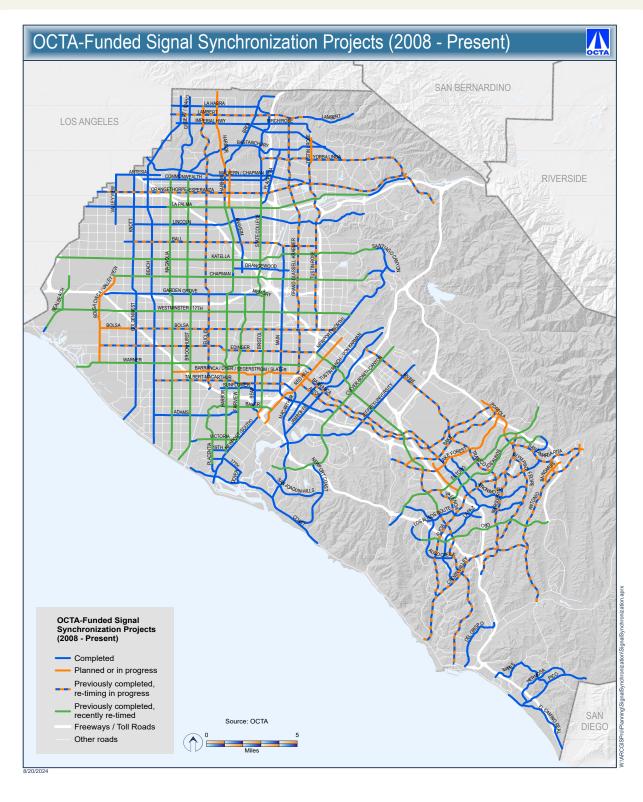
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 15th Call Applications Under Review

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

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





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

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

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

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

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately \$784.6 million^{8,9} in LFS payments have been provided to local jurisdictions, of which \$24.7 million^{8,9} was provided this quarter.

For more details, see funding allocation by local agency on pages 53-54.

⁷ To date, three projects totaling approximately \$1.6 million have been cancelled by the awarded local jurisdictions.

⁸ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

⁹ On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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

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

Project: Metrolink Service Expansion Program

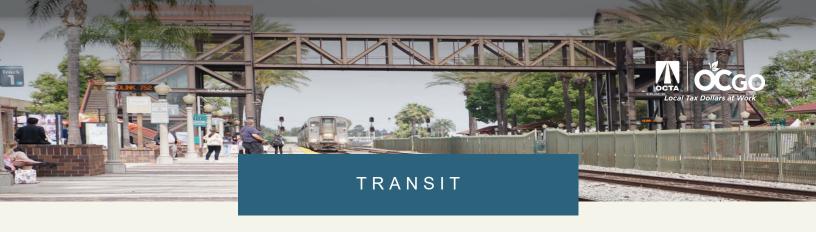
Status: PROJECT COMPLETE

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

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

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





Despite ongoing ridership recovery, Metrolink ridership continues to struggle to recover pre-pandemic ridership, affecting farebox recovery. To exacerbate this shortfall, operating costs have also increased. The 2024 Next 10 Plan cashflow includes the assumption of TIRCP formula funds to help sustain Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

Additionally, under MSEP, funding is provided for rail line and station improvements to accommodate increased service. Rail station parking lot expansions and better access to platforms, among other improvements have been made or are underway. For schedule information on station improvement projects, please see the Capital Action Plan on pages 55-59.

Project: Anaheim Canyon Metrolink Station Improvements

Status: PROJECT COMPLETE

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

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

Project: Fullerton Transportation Center Improvements

PROJECT COMPLETE Status:

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

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

Laguna Niguel/Mission Viejo Metrolink Station Americans with **Project:**

Disabilities Act (ADA) Ramps

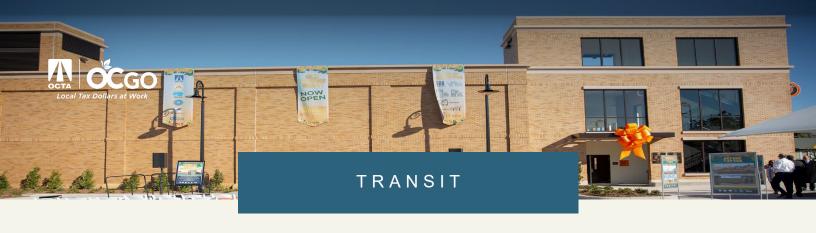
PROJECT COMPLETE Status:

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

This project added new ADA-compliant access ramps on either side of the pedestrian **Summary:** undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

28





Project: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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

Summary: This project constructed a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2015-16; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2017-18.

Project: New Placentia Metrolink Station and Parking Structure

Status: Design Complete; Ready for Advertisement subject to BNSF construction and

maintenance (C&M) agreement

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

Summary: This project will construct a new Metrolink station to include platforms, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for the design and construction and BNSF will be the lead on rail construction. The final design was completed on July 22, 2017. The forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. The project will be ready to advertise once a C&M agreement with BNSF is in place.

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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

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

Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary





actions to address the emergency need for railroad track stabilization. The repairs for this phase of the work were funded by the commuter rail fund and some State emergency funds. Emergency work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 17, 2023. The track stabilization efforts were substantially completed on August 11, 2023.

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

On January 24, 2024, landslide movement caused debris from the hillside slope along the Mariposa Trail Bridge (Mariposa Point [MP 204.2]) in the City of San Clemente to fall onto the ROW and railroad tracks, including dislodging two spans of the city-owned pedestrian bridge. As a result, all rail movement was suspended. Metrolink began the initial emergency clearing and cleanup operation in an attempt to resume rail service as soon as possible. This work included removing the two damaged bridge spans, regrading the landslide debris, and clearing debris from the tracks. This initial emergency mitigation effort of \$2 million dollars was funded by the State's emergency ITIP funds. Subsequently following the initial emergency mitigation efforts, the regraded hillside continued to experience movement and it was determined that a catchment wall needed to be designed and constructed to allow rail service to resume. Metrolink contracted with a design-build contractor to design and construct a 200-foot catchment wall at the toe of the landslide to prevent further landslide debris from impacting the rail operations. The second emergency mitigation efforts were completed on March 24, 2024, and allowed full passenger service to resume on March 25, 2024. These efforts cost \$7.2 million dollars and were also funded by the State's ITIP funds.

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



Completed:

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

Underway:

- Design of additional slope stabilization and drainage improvements in the cities of Lake Forest,
 Mission Viejo and Laguna Niguel
- Construction of the San Juan Creek railroad bridge replacement, led by Metrolink
- Alternative analyses to evaluate solutions for both the inland and coastal protective measures for the four hotspots identified in the Coastal Rail Resiliency Study, environmental studies, conceptual designs, and permit preparation

Project: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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

Summary: This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The final schedule is measured against an amended baseline scheduled established in the second guarter of FY 2010-11. The project completed the one-year warranty period, and

no repairs were identified. The project closed out in January 2017.





Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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

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

Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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

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

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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

OC Streetcar Project:

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

All Eight Vehicles Completed, Preparations Underway for Start-Up

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

Cleve Cleveland, Rail • (714) 560-5535

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

Construction

Construction is 92 percent complete. The MSF was declared ready to receive vehicles on February 28, 2025, marking a major construction milestone. A temporary certificate of occupancy was issued by the City of Santa Ana on March 20, 2025. To date, the contractor has completed the bridges over the Santa Ana River and Westminster Avenue, installed all tracks and OCS poles, completed all work at Sasscer Park, 32



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

Vehicles

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

Operations

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

Cost and Schedule

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

Project: Bus and Station Van Extension Projects

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

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

Summary: Bus and station van extension projects help enhance the frequency of service in the Metrolink corridor by linking communities within the central core of Orange County to commuter rail. To date, the Board has approved one round of funding for bus and van extension projects, totaling over \$732,000. On July 23, 2012, the Board approved funding for one project in the City of Anaheim and three projects in



the City of Lake Forest. The City of Lake Forest has cancelled all three projects. The Anaheim Canyon Metrolink Station Bus Connection project provided service between the Anaheim Canyon Metrolink station and the Anaheim Resort area; this project was completed on June 30, 2020, under Project S. The service continues under a Project V grant and is subject to meeting minimum performance requirements as part of the Project V program.

PROJECT T

METROLINK GATEWAYS

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

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



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

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately \$144.4 million^{10,11,12} in Project U funding has been provided under M2.

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

¹¹ Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

¹² Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.



Project: Senior Mobility Program

Status: Ongoing

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

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

Since inception, more than \$41.1 million^{11,12} has been provided to support nearly 3.2 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$1.3 million^{10,11,12} was paid out to 30 of the 32 participating cities that are currently active.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than \$44 million has been allocated to support more than 1.6 million SNEMT boardings¹³. This quarter, approximately \$1.5 million¹⁴ in SNEMT funding was paid to the County of Orange.

Project: Fare Stabilization Program

Status: Ongoing

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

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

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

¹³ The SNEMT program is operated by the County of Orange Office on Aging. Total boardings are calculated based on all services funded by M2 and the County of Orange.

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



\$713,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$59 million has been allocated to support approximately 160 million program-related boardings.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 49 projects and ten planning studies totaling approximately \$96.8 million¹⁵. Of the 49 transit circulator projects¹⁶, 22 are currently active, eight are planned, 13 have been cancelled (primarily due to low ridership), and six have been completed.

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

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

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

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



PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

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



PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

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

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

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

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 14 rounds of funding under the Tier 1 grants program.

To date, 233 Tier 1 projects, totaling approximately \$40 million, have been awarded by the Board since 2011. Of the 233 projects, construction on 199 projects have been completed, 17 are in various stages of implementation, and 17 have been cancelled by the awarded agency. The 15th Tier 1 call is anticipated in early 2025. On March 10, 2025, the 15th Tier 1 call was released and programming recommendations are anticipated in summer 2025.

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

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

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

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

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



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

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities have been in compliance and on target with the Conservation Plan commitments. These reports are reviewed by the Wildlife Agencies before they are available for public review. The annual report documenting the 2023 calendar year activities was reviewed by the Wildlife Agencies and was shared with the EOC and Board in late-2024. The annual report for all 2024 activities is underway and is anticipated to be shared with the EOC and Board in late 2025.

The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these efforts, pre-negotiated permit terms have helped streamline project implementation and reduce the required mitigation needs. Without the EMP's established process, additional mitigation-related requirements could have been incurred, resulting in increased project costs and schedule risks. The established permits and partnerships have also enabled swift response to other OCTA project needs.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. The 2025 hike and ride schedule is now available at www.PreservingOurLegacy.org.

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







PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

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

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

Next 10 Delivery Plan

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



Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 12, 2024, the Board approved the 2024 Next 10 Plan, which spans FY 2024-25 to FY 2033-34. The 2024 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of \$14 billion (supplemented with external revenue – Federal, State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring. The 2025 update of the Next 10 Plan is anticipated to be presented to the Board in fall 2025.

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. During the quarter, the consultant team presented the final report to the Executive Committee on March 3, 2025, and the Board on March 10, 2025. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: improving transparency in project reporting, strengthening E-procurement evaluation processes, clarifying internal procedures related to contract approvals, and addressing the timeliness of grant payments. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2025-26.

M2 Ten-Year Review

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

M2 Ordinance Tracking Matrix

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



PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

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

Engineer's Estimate versus Bids Tracking

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

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

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

M2 Administrative Safeguards

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



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

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

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

Taxpayer Oversight Committee

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

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





PROGRAM MANAGEMENT

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

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

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

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

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



Current Forecast

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

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

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

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

Period from Quarter Ended Year to Date Inception to Jan 1, 2025 - Mar 31, 2025 2024 - Mar 31, Mar 31, 2025 (\$ in thousands) Revenues: \$ \$ 4,698,204 Sales taxes 114 990 325 734 \$ Other agencies' share of Measure M2 costs: Project related 14,706 36,438 896,862 Non-project related 454 Interest: Operating: Project related 112 2,101 9,203 Non-project related 9,451 25,523 138,791 Bond proceeds 2,870 3,624 104,570 Debt service 417 952 4,021 Commercial paper 393 Right-of-way leases 332 2,049 Project related 99 Non-project related Proceeds on sale of assets held for resale 13.428 Donated assets held for resale Project related 2,071 Miscellaneous: Project related 331 Non-project related Total revenues 142,645 394,704 5,870,523 Expenditures: Supplies and services: 770 44,542 Sales tax administration fees 2.310 Professional services: Project related 7,990 19,258 598,834 Non-project related 1,082 40,946 615 Administration costs: Project related 3,350 10,048 140,659 Non-project related: Salaries and Benefits 1,244 3,513 48,370 Other 2,196 6,587 82,824 Other: Project related 7 182 187 394 Non-project related Payments to local agencies: 854 893 6,352 Project related 38,752 77,367 1,505,717 Capital outlay: Project related 26,328 46,678 2,448,074 Non-project related Debt service: Principal payments on long-term debt 21.950 21.950 138.355 Interest on long-term debt and commercial paper 16,453 32,906 386,436 Total expenditures 120,689 222,986 5,448,322 Excess (deficiency) of revenues over (under) expenditures 21,956 171,718 422,201 Other financing sources (uses): Transfers out: Project related (4,463)43,461 (692,444)Transfers in: Project related 150,727 153,604 517.992 Bond proceeds 263.978 263,978 1.068.603 Payment to refunded bond escrow agent (267.767)(267.767)(312,829)Total other financing sources (uses) 142,475 193,276 581,322 Excess (deficiency) of revenues over (under) expenditures and other sources (uses) 164,431 364,994 1,003,523



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

(\$ in thousands)		arter Ended 25 - Mar 31, 2025 (actual)		ear to Date 124 - Mar 31, 2025 (actual)		Period from Inception through Mar 31, 2025 (actual)		Period from April 1, 2025 through larch 31, 2041 (forecast)		Total
D				(C.1)		(D.1)		(E.1)		(F.1)
Revenues: Sales taxes	\$	114,990	\$	325,734	\$	4,698,204	\$	9,249,331	\$	13,947,535
Operating interest	•	9,451	•	25,523	•	138,791	Ψ.	648,133	•	786,924
Subtotal		124,441		351,257		4,836,995		9,897,464		14,734,459
Other agencies share of M2 costs		_		_		454		_		454
Right-of-way leases		-		_		17		_		17
Miscellaneous		-		-		129		-		129
Total revenues		124,441		351,257		4,837,595		9,897,464	-	14,735,059
Administrative expenditures:										
Sales tax administration fees		770		2,310		44,542		71,491		116,033
Professional services		615		1,082		37,171		73,773		110,944
Administration costs:										
Salaries and Benefits		1,244		3,513		48,370		95,104		143,474
Other		2,196		6,587		82,824		162,714		245,538
Other		38		77		2,516		5,005		7,521
Payments to local agencies:										
Capital outlay						31				31
Environmental cleanup		78		1,425		53,494		184,957		238,451
Total expenditures	-	4,941	-	14,994		268,948		593,044	_	861,992
Net revenues	\$	119,500	\$	336,263	\$	4,568,647	\$	9,304,420	\$	13,873,067
				(C.2)		(D.2)		(E.2)		(F.2)
Financing expenditures: Debt interest expense		16,453		32,906		386,436		307,471		693,907
Professional services		10,455		32,900		3,775		307,471		3,775
Other		816		816		3,836		_		3,836
Total financing expenditures		17,269	-	33,722	-	394,047		307,471		701,518
Interest revenue:										
Interest revenue from bond proceeds		2,870		3,624		104,570		53,675		158,245
Interest revenue from debt service funds		417		952		4,021		12,868		16,889
Interest revenue from commercial paper		-		-		393		-		393
Total bond revenues		3,287		4,576		108,984		66,543		175,527



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

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)		Net Revenues Inception to Mar 31, 2025 (actual)		Expenditures Inception to Mar 31, 2025 (actual)		Reimbursements Inception to Mar 31, 2025 (actual)		(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2025 (actual)
	(G) (\$ in thousands)	(H)		(1)		(J)		(K)		(L)
	Freeways (43% of Net Revenue	s)								
^	L.C. Conta Ana Francisco Internal anno Incompany	F4C 000	œ.	400.074	Φ.	40.000	Φ.	0.700	•	0.400
A B	I-5 Santa Ana Freeway Interchange Improvements \$ I-5 Santa Ana/SR-55 to El Toro	546,809 349,259	\$	180,074 115,017	\$	10,908 39,786	\$	8,786 23,955	\$	2,122 15,831
С	I-5 San Diego/South of El Toro	729,466		240,226		439,495		53,042		386,453
D	I-5 Santa Ana/San Diego Interchange Upgrades	300,163		98,849		3,250		53,042		2,723
E	SR-22 Garden Grove Freeway Access Improvements	139,611		96,649 45,976		3,230 5		521		2,723
F	SR-55 Costa Mesa Freeway Improvements	425,813		140,228		158,240		- 75,416		82,824
G	SR-57 Orange Freeway Improvements	300,977		99,117		60,038		15,073		44,965
Н	SR-91 Improvements from I-5 to SR-57	162.879		53.639		34,961		824		34,137
1	SR-91 Improvements from SR-57 to SR-55	484,566		159.576		76.072		73.082		2,990
J	SR-91 Improvements from SR-55 to County Line	409.757		134,940		18.646		17,158		1,488
K	I-405 Improvements between I-605 to SR-55	1,248,121		411,028		1,686,661		308,649		1,378,012
L	I-405 Improvements between SR-55 to I-5	371,946		122,488		9,250		6,954		2,296
M	I-605 Freeway Access Improvements	23,268		7,663		9,250 9,155		16		9,139
N	All Freeway Service Patrol	174,513		57,470		16,945		10		16,945
IN	Freeway Mitigation	298,271		98,226		63,374		10,051		53,323
	Treeway Miligation	290,271		90,220		03,374		10,031	_	33,323
	Subtotal Projects	5,965,419		1,964,517		2,626,786		593,533		2,033,253
	Net Finance Expenditures	-		-		195,669		-		195,669
	Total Francisco	E 065 440	\$	1 064 517	•	2 922 455	•	E02 E22	\$	2 220 022
	Total Freeways <u>\$</u>	5,965,419	Ф	1,964,517	\$	2,822,455	\$	593,533	Ф	2,228,922 53.3%
	Street and Roads Projects (32% of Net I	Revenues)								
			_						_	
0	Regional Capacity Program \$		\$	456,871	\$	834,212	\$	507,884	\$	326,328
P	Regional Traffic Signal Synchronization Program	554,905		182,740		127,975		25,244		102,731
Q	Local Fair Share Program	2,497,152		822,356		794,420		77	_	794,343
	Subtotal Projects	4,439,381		1,461,967		1,756,607		533,205		1,223,402
	Net Finance Expenditures	-		-		57,331		-		57,331
	Total Street and Roads Projects \$	4,439,381	\$	1,461,967	\$	1,813,938	\$	533,205	\$	1,280,733
	%	., ,		, , ,,,		, , - 30	÷	222,230	<u>-</u>	30.6%



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

Project	Description (G) (\$\sin \text{ thousands}\$) Transit Projects (25% of Net Re	l (ad	Ital Net Revenues Inception to March 31, 2041 Ctual) + (forecast) (H)		Net Revenues Inception to Mar 31, 2025 (actual)		Expenditures Inception to Mar 31, 2025 (actual)		Reimbursements Inception to Mar 31, 2025 (actual) (K)		(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2025 (actual)
R	High Frequency Metrolink Service	\$	1,383,633	\$	443,066	\$	465,300	\$	99,845	\$	365,455
S	Transit Extensions to Metrolink	•	1,224,670	•	403,306	•	220,998	•	151,974	•	69,024
Т	Metrolink Gateways		70,908		41,707		98,220		60,956		37,264
U	Expand Mobility Choices for Seniors and Persons										
	with Disabilities		481,051		152,652		147,405		88		147,317
V	Community Based Transit/Circulators		277,388		91,349		22,557		1,998		20,559
W	Safe Transit Stops		30,617		10,083		1,543		26		1,517
	Subtotal Projects		3,468,267		1,142,163		956.023		314,887		641,136
	Net Finance Expenditures		-		-		32,063		-		32,063
	Total Transit Projects %	\$	3,468,267	\$	1,142,163	\$	988,086	\$	314,887	\$	673,199 16.1%
	Measure M2 Program	\$	13,873,067 Total Revenues Inception to	\$	4,568,647 Revenues Inception to	\$	5,624,479 Expenditures Inception to	\$	1,441,625 Reimbursements Inception to	\$	4,182,854 Net M2 Cost Inception to
		- 1	March 31 2041		•				•		
Proiect	Description		March 31, 2041 ctual) + (forecast)		Mar 31, 2025		Mar 31, 2025		Mar 31, 2025		Mar 31, 2025
Project	Description (G) (\$\\$ in thousands) Environmental Cleanup (2% of F	(ad	ctual) + (forecast) (H.1)		•				•		
	(G) (\$ in thousands) Environmental Cleanup (2% of F	(ad	ctual) + (forecast) (H.1)		Mar 31, 2025 (actual)		Mar 31, 2025 (actual)		Mar 31, 2025 (actual)		Mar 31, 2025 (actual)
Project X	(G) (\$ in thousands)	(ad	ctual) + (forecast) (H.1)	\$	Mar 31, 2025 (actual)	\$	Mar 31, 2025 (actual)	\$	Mar 31, 2025 (actual)	\$	Mar 31, 2025 (actual)
	(G) (\$\sin thousands) Environmental Cleanup (2% of F	(ad	(H.1)	\$	Mar 31, 2025 (actual) (I.1)	\$	Mar 31, 2025 (actual) (J)	\$	Mar 31, 2025 (actual) (K)		Mar 31, 2025 (actual) (L)
	(G) (\$\(\sigma\) in thousands) Environmental Cleanup (2% of F Clean Up Highway and Street Runoff that Pollutes Beaches	(ad	(H.1)	\$	Mar 31, 2025 (actual) (I.1)	\$	Mar 31, 2025 (actual) (J)	\$	Mar 31, 2025 (actual) (K)		Mar 31, 2025 (actual) (L)
	(G) (\$\\$ in thousands) Environmental Cleanup (2% of F Clean Up Highway and Street Runoff that Pollutes Beaches Net Finance Expenditures Total Environmental Cleanup	(added to the control of the control	(H.1) s) 294,689		Mar 31, 2025 (actual) (1.1) 96,740		Mar 31, 2025 (actual) (J) 53,494		Mar 31, 2025 (actual) (K) 311	\$	Mar 31, 2025 (actual) (L) 53,183
	(G) (\$\(\sigma\) in thousands) Environmental Cleanup (2% of F Clean Up Highway and Street Runoff that Pollutes Beaches Net Finance Expenditures Total Environmental Cleanup %	(added to the control of the control	(H.1) s) 294,689		Mar 31, 2025 (actual) (1.1) 96,740		Mar 31, 2025 (actual) (J) 53,494		Mar 31, 2025 (actual) (K) 311	\$	Mar 31, 2025 (actual) (L) 53,183



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



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

^{*} Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

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

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



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	Cost Baseline/Forecast			edule orecast	
Capital Projects	Daseille/Fulecast	Complete	Complete	Torecast	Complete
	(millions)	Environmental	Design	Award Contract	Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	\$38.9	Apr-15	Jun-17	Nov-18	Jan-21
I-5, I-405 to Yale Avenue	\$280.6	Aug-18	May-24	Feb-26	Sep-29
Project B	\$388.1	Jan-20	Nov-24	Nov-25	Jun-29
I-5, Yale Avenue to SR-55	\$238.3	Aug-18	Feb-25	Mar-26	Sep-29
Project B	\$327.9	Jan-20	Aug-24	Jan-26	Nov-29
I-5, Pico to Vista Hermosa	\$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	\$83.6	Oct-11	Oct-13	Dec-14	Aug-18
I-5, Vista Hermosa to Pacific Coast Highway	\$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	\$75.3	Oct-11	May-13	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	\$74.3	Oct-11	Jan-13	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	\$229.4	May-14	Aug-18	Dec-19	Apr-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$230.3	May-14	Dec-17	Mar-19	Dec-24
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$227.3	May-14	May-19	Sep-20	Jul-25
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	Oct-24	May-25	Feb-27
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Feb-27	TBD	TBD	TBD

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

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Capital Projects	Cost Baseline/Forecast			edule Forecast	
Capital Flojects	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-5, I-5/Ortega Interchange	\$90.9	Jun-09	Nov-11	Aug-12	Sep-15
Project D	\$79.8	Jun-09	Dec-11	Aug-12	Jan-16
I-5, I-5/Ortega Interchange (Landscape)	N/A	N/A	N/A	N/A	N/A
Project D	N/A	N/A	Oct-14	Sep-15	Sep-16
SR-55, I-405 to I-5	\$410.9	Nov-13	Apr-20	May-22	Feb-27
Project F	\$505.7	Aug-17	Apr-20	May-22	Feb-27
SR-55, I-5 to SR-91	\$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	\$202.1	Mar-20	Dec-25	Apr-27	Jul-30
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Dec-18	Jul-24	Nov-25	Jun-28
Project G	\$135.4	Mar-19	Aug-24	Aug-25	Jun-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	\$38.0	Nov-09	Dec-10	Oct-11	Apr-15
SR-57 (NB), Katella Avenue to Lincoln Avenue (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Jul-10	Sep-17	Jun-18
SR-57 (NB), Orangethorpe Avenue to Yorba Linda Boulevard	\$80.2	Dec-07	Dec-09	Oct-10	May-14
Project G	\$52.3	Dec-07	Jul-09	Oct-10	Nov-14
SR-57 (NB), Yorba Linda Boulevard to Lambert Road	\$79.3	Dec-07	Dec-09	Oct-10	Sep-14
Project G	\$54.1	Dec-07	Jul-09	Oct-10	May-14
SR-57 (NB), Orangethorpe Avenue to Lambert Road (Landscape)	N/A	N/A	N/A	N/A	N/A
Project G	N/A	N/A	Aug-17	Feb-18	Apr-19
SR-57 (NB), Lambert Road to Tonner Canyon	TBD	TBD	TBD	TBD	TBD
Project G	TBD	Mar-29	TBD	TBD	TBD

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	Cost			edule	
Capital Projects	Baseline/Forecast	0		orecast	0
, ,	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	\$59.2	Jun-10	Apr-12	Jan-13	Jun-16
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Aug-16	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$108.6	Oct-18	Jan-23	Feb-24	Mar-28
Project I	\$140.7	Jun-20	Mar-23	Jan-25	Mar-28
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	\$380.7	Jun-20	Jan-25	Mar-26	Jul-30
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$147.7	Oct-18	Apr-24	Apr-25	Sep-28
Project I	\$257.5	Jun-20	Oct-24	Dec-25	Jun-29
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	\$42.5	May-11	Feb-13	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	\$79.7	Apr-09	Aug-10	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	Feb-13	Oct-13	Feb-15
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	\$57.8	Dec-07	Dec-08	Aug-09	Jan-11
SR-91 EB Corridor Operations Project (SR-241 to SR-71)	TBD	N/A	N/A	N/A	N/A
Project J	TBD	Sep-25	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,160.0	May-15	Nov-15	Nov-16	Feb-24

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Capital Projects	Cost Baseline/Forecast			edule Forecast	
Capital Flojects	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	Aug-18	TBD	TBD	TBD
I-605, I-605/Katella Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$53.0	Oct-18	Jan-23	Apr-25	Jan-27
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	\$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	\$126.2	Nov-09	Dec-12	Feb-14	May-18
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Jan-11	Aug-12	May-13	May-18
Project O	\$99.6	Apr-11	Feb-13	Feb-14	Mar-18
Placentia Avenue Railroad Grade Separation	\$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	\$64.5	May-01	Jun-10	Jul-11	Dec-14
Kraemer Boulevard Railroad Grade Separation	\$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	\$63.8	Sep-09	Jul-10	Sep-11	Dec-14
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	\$105.9	Sep-09	Oct-11	Jan-13	Oct-16
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	\$96.6	Sep-09	Jul-11	Feb-13	Oct-16
Lakeview Avenue Railroad Grade Separation	\$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	\$110.7	Sep-09	Jan-13	Nov-13	Jun-17
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	Nov-17	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	\$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	\$61.9	Sep-03	Jul-10	Feb-11	Jan-16

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	Cost			edule	
Capital Projects	Baseline/Forecast	Complete	Plan/F Complete	orecast	Complete
	(millions)	Environmental	Design	Award Contract	Construction
Transit Projects:					
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Oct-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	\$5.0	Jul-11	Jun-12	May-13	Mar-14
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R	\$23.3	N/A	N/A	Oct-22	Aug-23
San Juan Capistrano Passing Siding	\$25.3	Jan-13	May-16	Dec-16	Feb-21
	\$33.2	Mar-14	Aug-18	Mar-19	Nov-20
Placentia Metrolink Station and Parking Structure	\$34.8	May-07	Jan-11	TBD	TBD
Project R	\$40.1	May-07	Feb-11	TBD	TBD
Anaheim Canyon Station	\$27.9	Dec-16	May-19	Nov-19	Jan-23
	\$34.2	Jun-17	Oct-20	Mar-21	Jan-23
Orange Station Parking Expansion	\$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	\$30.9	May-16	Apr-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Dec-13	Sep-14	Mar-17
	\$4.2	N/A	Dec-13	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	\$5.2	Feb-14	Jul-15	Oct-15	Sep-17
OC Streetcar	\$671.4	Mar-12	Sep-17	Aug-18	Mar-26
Project S	\$671.4	Mar-15	Nov-17	Sep-18	Mar-26
Anaheim Regional Transportation Intermodal Center	\$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	\$232.2	Feb-12	May-12	Sep-12	Dec-14

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

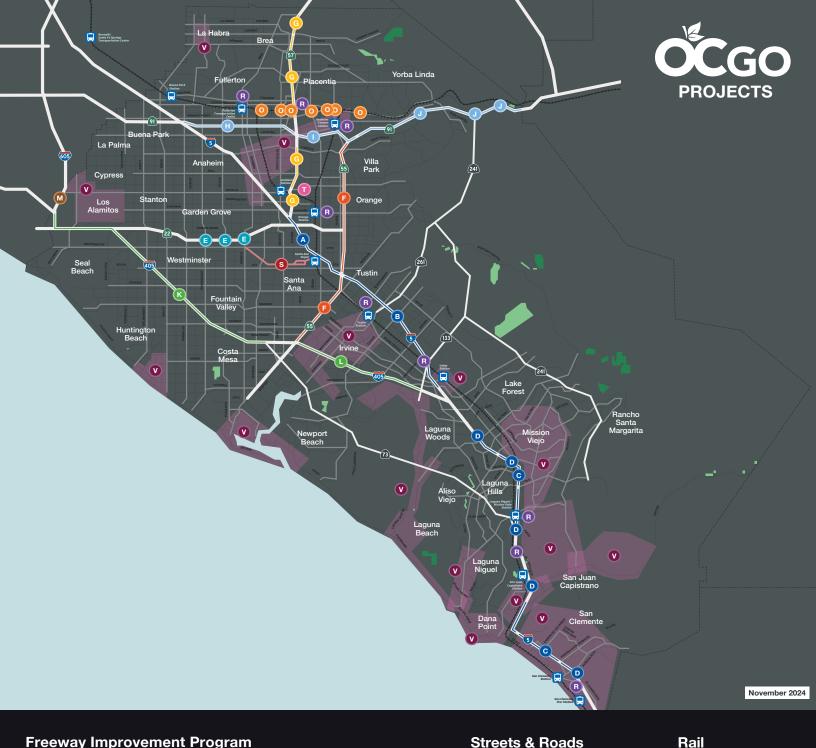
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Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Conservation Properties	Preserves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



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



Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

E Access Improvements

State Route 55 (SR-55) Projects

- (F) I-405 to I-5
- I-5 to SR-91

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

- Westbound, I-5 to SR-57
- R-57 to SR-55
- SR-55 to Riverside County Line

Interstate 405 (I-405) Projects

- K SR-73 to I-605
- 1-5 to SR-55

Interstate 605 (I-605) Projects

M Katella Avenue Interchange Improvements

Freeway Mitigation Program

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

Streets & Roads

- O Grade Separation Program
- Signal Synchronization Project Corridors

Metrolink Rail Line

Metrolink Station

Transit Projects

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

Other Projects Not Shown

Project N:

Project O:
• Regional Capacity Program

Project Q:
Local Fair Share Program

- Project R:

 Grade Crossing & Trail Safety Enhancements

 Metrolink Service Expansion Program

Project U: • Senior Mobility Program

- Senior Non-Emergency Medical Transportation Program
- Fare Stabilization Program

Project W:
• Safe Transit Stops

Project X:
• Environmental Cleanup Program