ATTACHMENT A

OCTA

MEASURE M2 QUARTERLY PROGRESS REPORT

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

Third Quarter Highlights:

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

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MEASURE M2 PROGRESS REPORT

SUMMARY

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

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

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

MEASURE M2 PROGRESS REPORT

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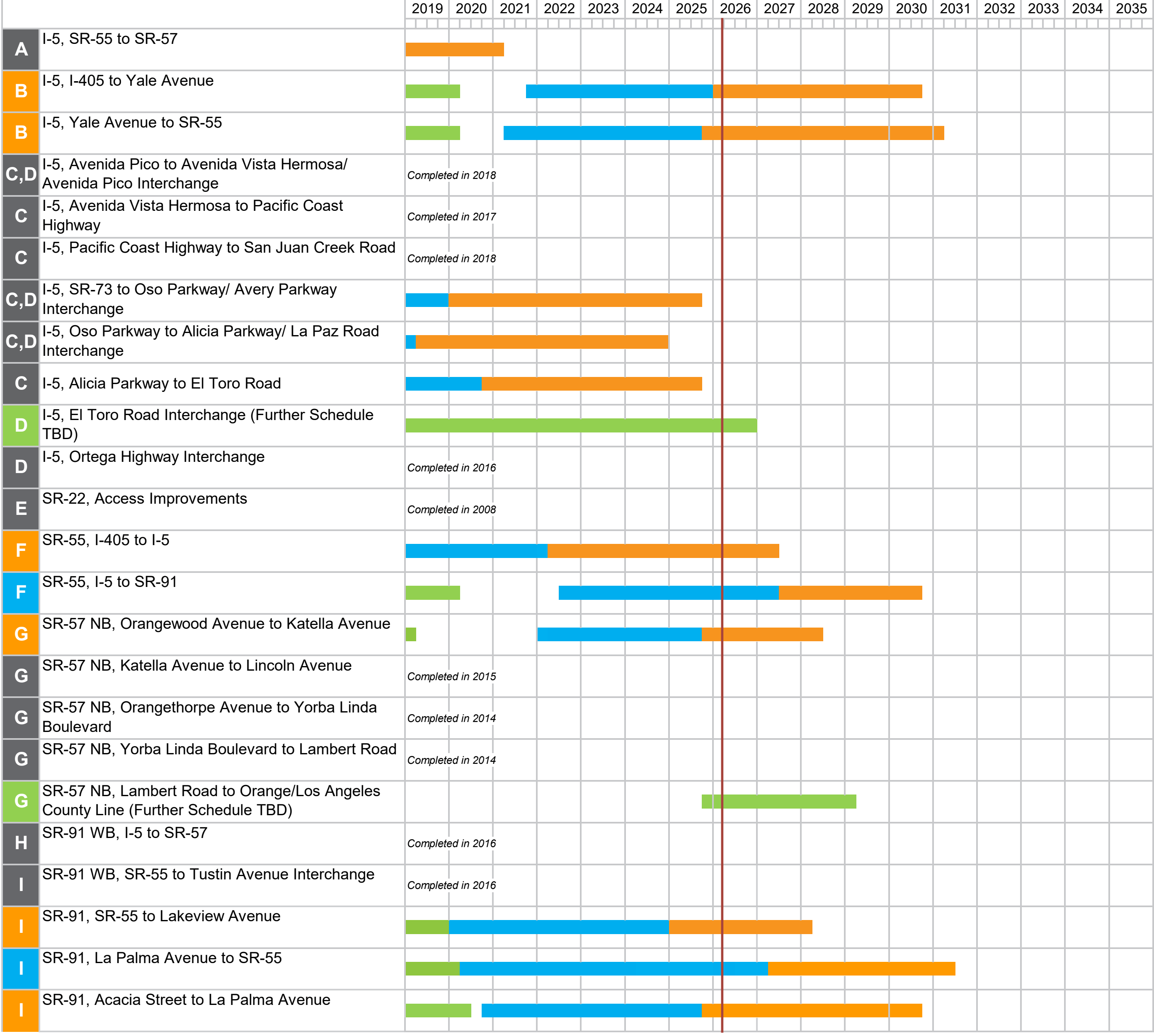

A	I-5, SR-55 to SR-57	
B	I-5, I-405 to Yale Avenue	
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Project schedules are based on phase start dates. Shown schedules are subject to change.

[1] Projects managed by local agencies

See https://octa.net/programs-projects/programs/measure-m/programs-projects#/schedule for full project schedules.

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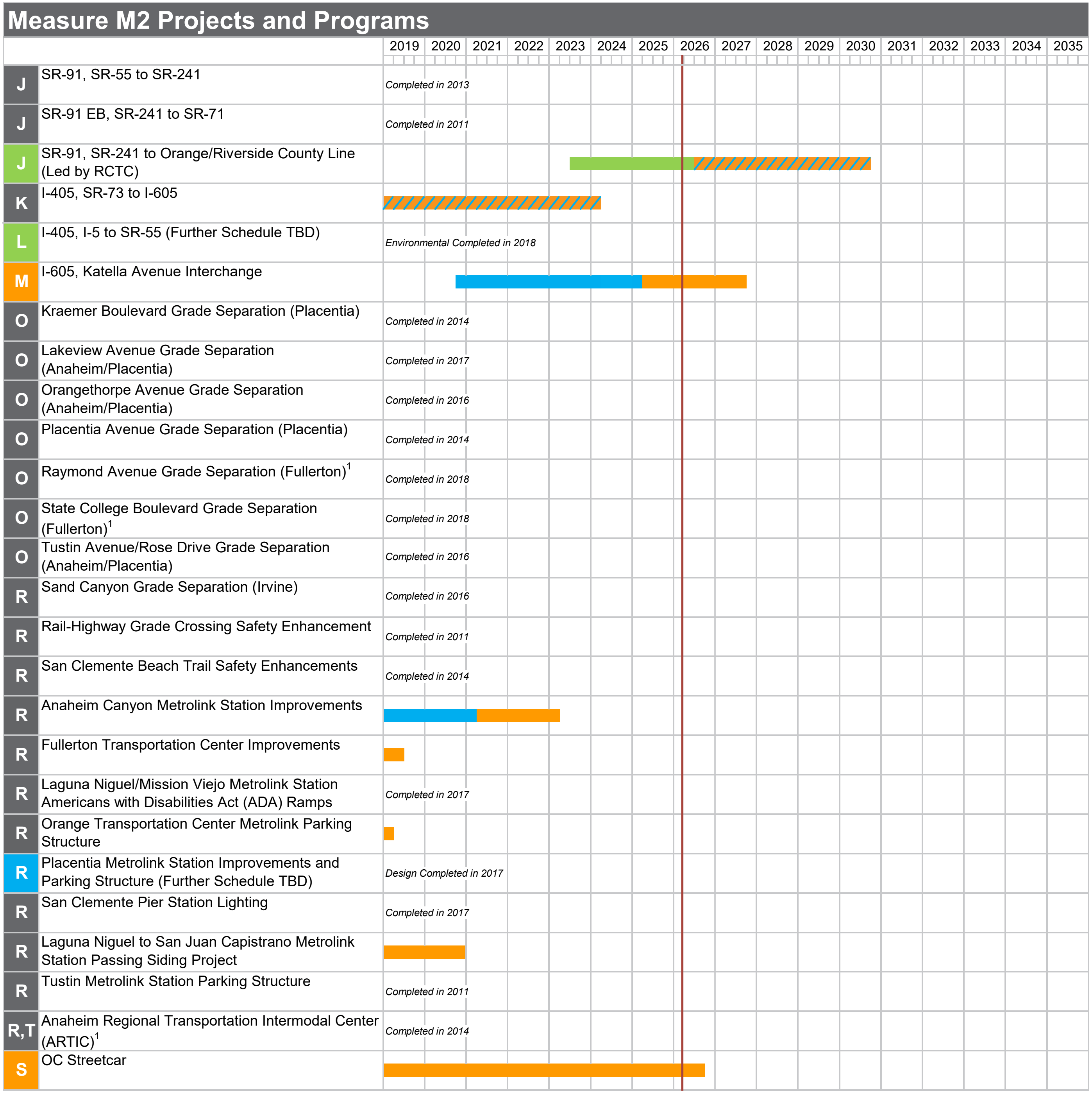
MEASURE M2 PROJECT SCHEDULES

Measure M2 Projects and Programs



J	SR-91, SR-55 to SR-241	*Completed in 2013*
J	SR-91 EB, SR-241 to SR-71	*Completed in 2011*
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R,T	Anaheim Regional Transportation Intermodal Center (ARTIC)[1]	*Completed in 2014*
S	OC Streetcar	

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

[1] Projects managed by local agencies

See https://octa.net/programs-projects/programs/measure-m/programs-projects#/schedule for full project schedules.

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MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE

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

Delivery Risk	Explanation	Proposed Action
Financial		
1 Sales tax revenues are driven by economic conditions. The 2025 M2 revenue forecast is $13.2 billion, which is a $800 million (-5.7 percent) year-over-year decrease from the 2024 forecast.	While the 2025 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 16 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2 Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2025 Next 10 Plan, but prospects of future revenues for highway projects are low.
3 Potential for an environment of increasing cost for M2 capital projects.	The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates an uptick in inflationary pressures in 2026, 2027, and 2028. This is due to a rise in building permits, California unemployment rates, and construction wages. Additionally, all construction material costs have increased.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year lookahead. OCTA will continue to monitor bid results and market conditions affecting project costs.

🟢 Moderate 🟡 One to Watch

Delivery 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	Support 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. Without changes in service levels, ridership growth, and operations and rehabilitation costs, the current service cannot be sustained beyond FY 2033-34.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. To address this shortfall, the Board directed staff to work with Metrolink to develop a financially sustainable service plan with a targeted funding level as part of the FY 2026-27 budget development process. OCTA will continue to actively engage with Metrolink and the other member agencies and assess impacts to Orange County riders.
Resource			
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.	The fall 2025 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.

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Delivery Risk		Explanation	Proposed Action
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.
Climate			
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies). Additionally, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.	OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. External funding SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, Transit Intercity Rail Capital Program (TIRCP), and Consolidated Rail Infrastructure and Safety Improvements Grant Program is helping implement immediate protective measures to protect the rail infrastructure in south Orange County. Additionally, OCTA is leading a planning study to identify immediate as well as near- and mid-term solutions.
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

🟢 Moderate 🟡 One to Watch

NEXT 10 DELIVERY PLAN

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

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

On December 8, 2025, the Board adopted the 2025 Next 10 Plan, which spans fiscal year (FY) 2025-26 through FY 2034-35. The update incorporated the $13.2 billion sales tax revenue forecast, revised project estimates and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2025 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

Next 10 Plan Deliverables

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

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

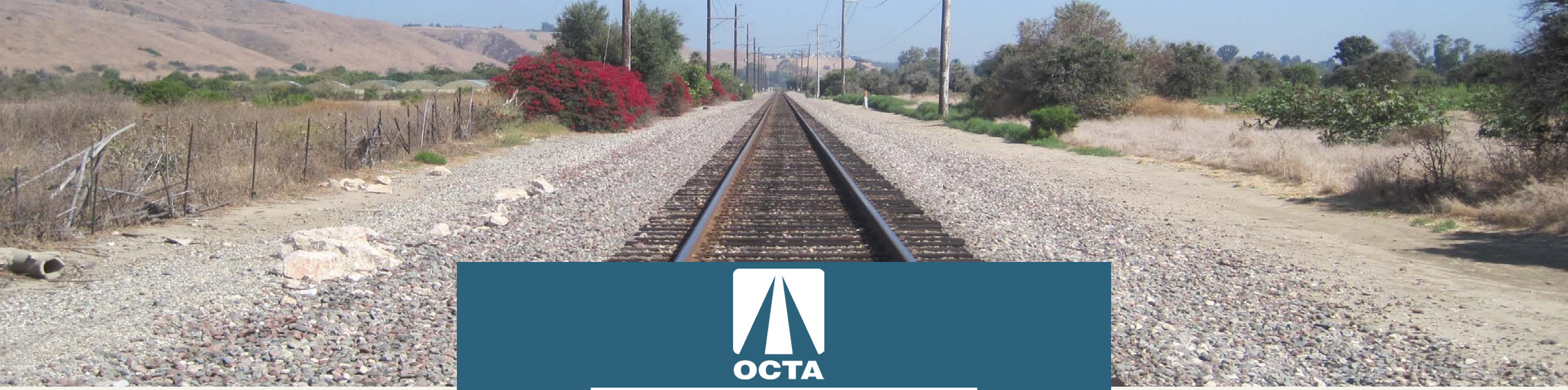
The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 11 projects to be delivered through construction by FY 2034-35. Of the 11 projects to be delivered, seven are in construction, two are in final design, one project is in the environmental phase, and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

Upcoming activities:

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

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

The two remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2028, making them shelf-ready for further advancement. The remaining projects include Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see pages i-ii (Project Schedules) and the project updates contained in their respective sections.



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

As of December 2025, OCTA has awarded approximately $594.4 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) annual calls. Additionally, approximately $861 million[1] in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

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

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

Upcoming activities:

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

4. Maintain Metrolink service (Project R).

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

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

Railroad track stabilization in south Orange County remains a major focus to ensure continued Metrolink operations. While emergency work has kept the rail line open, longer-term solutions are needed to provide reliable rail service. A planning study is underway with key stakeholders, to evaluate immediate, near-, and mid-term solutions to protect the rail line in place, while a separate study will assess potential long-term solutions, which may include relocation. The California State Transportation Agency has committed to lead the long-term study to support a resilient Los Angeles–San Diego–San Luis Obispo (LOSSAN) corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information. For more details, see the project updates on page 29.

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

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

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

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately $159.4 million[2] 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.

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

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

Since inception, OCTA has approved 50 projects and ten planning studies totaling over $96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 17 projects are active, three are planned, 13 have been cancelled (primarily due to low ridership), and 17 have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on page 35.

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

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

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

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

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

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

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

Upcoming activities:

- Project X Tier 1 – Programming recommendations for the 16th call

FREEWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

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

Status: **PROJECT COMPLETE**

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

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

PROJECT B

I-5, I-405 to SR-55 is one project broken into two segments. The final ED and PR were approved on January 7, 2020. Each segment was combined with the Caltrans Multi-Asset project during the design phase.

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

Status: Construction Underway – Two Percent Complete

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

Summary: This project will add an additional general-purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2024-25. The project was advertised for construction on August 18, 2025; bids were opened on November 18, 2025, and the construction contract was awarded on January 29, 2026. This quarter, the contractor began submitting various submittals for review and approval by the construction management team.

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

Status: Construction Underway – Three Percent Complete

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

Summary: This project will add an additional general-purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The forecasted schedule is measured against an amended

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

PROJECT C AND
PART OF PROJECT D

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

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

Status: **PROJECT COMPLETE**

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

Summary: This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014. The total cost is measured against an amended baseline cost established in the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2014-15. The project was officially completed on August 23, 2018, and plant establishment was completed in January 2021.

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

Status: **PROJECT COMPLETE**

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

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

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

Status: **PROJECT COMPLETE**

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

Summary: This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013. The total cost is measured against an amended baseline cost established in

the second quarter of FY 2011-12; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2013-14. The project was officially completed on July 3, 2018, and plant establishment was completed in March 2019.

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

Segment: **I-5, SR-73 to Oso Parkway/Avery Parkway Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a general-purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstructed the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. Construction began on January 15, 2020, and was completed on July 30, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the third quarter of FY 2019-20.

Segment: **I-5, Oso Parkway to Alicia Parkway/La Paz Road Interchange**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a general-purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019, and was completed on December 19, 2024. The total cost is measured against an amended baseline cost established in FY 2014-15; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2018-19.

Segment: **I-5, Alicia Parkway to El Toro Road**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925
Summary: This project added a general-purpose lane in the southbound direction (approximately 1.7 miles) and extended the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. Construction began on October 13, 2020, and was completed on July 9, 2025. The total cost is measured against an amended baseline cost established in the third quarter of FY 2014-15; the final schedule is measured against an amended baseline schedule established in the first quarter of FY 2020-21. This quarter, the contractor continued slope erosion control and staff continued project closeout activities.

FREEWAYS

PROJECT D

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

Segment: **I-5, Ortega Highway Interchange**

Status: **PROJECT COMPLETE**

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

Summary: This project widened and reconstructed the SR-74 Ortega Highway bridge over I-5 and improved local traffic flow along SR-74 and Del Obispo Street in the City of San Juan Capistrano. The final ED and PR were approved on June 1, 2009. Construction began on September 18, 2012, and all lanes on the new bridge opened to traffic on September 4, 2015. The final schedule is measured against an amended baseline scheduled established in the fourth quarter of FY 2011-12. The project was officially completed on January 15, 2016, and plant establishment was completed in August 2019.

Segment: **I-5, El Toro Road Interchange**

Status: Environmental Phase Two Underway – 90 Percent Complete

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

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

FREEWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: **SR-22 Access Improvements**

Status: **PROJECT COMPLETE**

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

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

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

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

Status: Construction Underway – 68 Percent Complete

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

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

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

Status: Design Phase Underway – 90 Percent Complete

Contact: Jeff Mills, Capital Projects • (714) 4560-5925

Summary: This project includes the addition of a general-purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2020-21; the forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2022-23. The design of this project was initiated on August 8, 2022. This quarter, the design team submitted the structures design package to Caltrans for review and received comments. Right-of-way (ROW) and utility relocation activities are underway.

FREEWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Construction Underway – Nine Percent Complete

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

Summary: This project will add a new northbound general-purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general-purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The forecasted cost is measured against an amended baseline cost established in the second quarter of FY 2025-26; the forecasted schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2022-23. Construction began on October 13, 2025. This quarter, the contractor began preparation of the soil for bridge widening. The construction team also coordinated with several regulatory agencies to begin pile driving in the Santa Ana River next quarter.

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

Status: **PROJECT COMPLETE**

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

Summary: This project increased capacity by adding a new general-purpose lane (approximately 2.8 miles) and improved on- and off-ramps and soundwalls on northbound SR-57 between Katella Avenue and Lincoln Avenue in the City of Anaheim. Bridges at Katella Avenue and Douglas Road were also widened in the northbound direction. The final ED was approved on September 30, 2009, and the final PR was approved on November 25, 2009. Construction began on November 17, 2011, and the improvements opened to traffic on November 19, 2014. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2011-12. The project was officially completed on April 21, 2015, and plant establishment was completed in June 2021.

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

Status: **PROJECT COMPLETE**

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

Summary: This project increased capacity by adding a northbound general-purpose lane (approximately 2.4 miles) between Orangethorpe Avenue in the City of Placentia to Yorba Linda Boulevard in the City of Fullerton and improved operations with the reconstruction of northbound on- and off-ramps, widening of seven bridges, and the addition of soundwalls. The final ED and PR were approved on November 30, 2007. Construction began on October 26, 2010, and the improvements opened to traffic on April 28, 2014. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2013-14. The project was officially completed on November 6, 2014, and plant establishment was completed in July 2022.

FREEWAYS

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

Status: **PROJECT COMPLETE**

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

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

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

Status: Environmental Phase Underway – Eight Percent Complete

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

Summary: The proposed project includes mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, opened to traffic in December 2023, and construction was completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). Caltrans approved the final PSR-PDS in October 2025 and is leading the environmental phase, which began on November 25, 2025. The environmental phase baseline cost and schedule were established in the third quarter of FY 2025-26. This quarter, Caltrans began several technical and environmental studies required for the Project Approval/Environmental Document (PA/ED) phase of the project.

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

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

Status: **PROJECT COMPLETE**

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

Summary: This project increased capacity by adding a general-purpose lane (approximately 4.5 miles) in the westbound direction between the cities of Anaheim and Fullerton and provided operational improvements at on- and off-ramps between Brookhurst Street and State College Boulevard. The final ED

was approved on May 20, 2010, and the final PR was approved on June 16, 2010. Construction began on February 6, 2013, and the improvements opened to traffic on March 7, 2016. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2012-13. The project was officially completed on June 23, 2016, and plant establishment was completed in November 2020.

PROJECT I

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

Status: **PROJECT COMPLETE**

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

Summary: This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2012-13. The project was officially completed on July 15, 2016, and plant establishment was completed in July 2017.

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

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

Status: Construction Underway - 36 Percent Complete

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

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

FREEWAYS

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

Status: Design Phase Underway - 98 Percent Complete

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

Summary: This project will provide an additional eastbound general-purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2019-20; the forecasted 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 quarter, the design team obtained approval on the final design package submittal. Caltrans headquarters requested additional ROW documents for the ROW certification which were submitted to Caltrans for review. Due to risks identified during the ROW phase, there is potential for delay to the construction schedule with additional time needed to incorporate the design standard plans update.

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

Status: Construction Underway - One Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general-purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The forecasted schedule is measured against an amended baseline schedule established in the second quarter of FY 2025-26; the forecasted cost is measured against an amended baseline cost established in the fourth quarter of FY 2023-24. This project was combined with the Caltrans multi-asset project during the design phase. The project was advertised for construction on May 12, 2025, and bids were opened on August 12, 2025. The contract was awarded on October 20, 2025, and approved on December 1, 2025. Pre-construction activities began in January 2026. This quarter, the contractors applied for permits, obtained approvals on submittals, and prepared closures prior to construction.

PROJECT J

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

Status: **PROJECT COMPLETE**

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

Summary: This project added a general-purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue,

Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2010-11. The project was officially completed on March 5, 2013, and plant establishment was completed in February 2018.

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

Status: **PROJECT COMPLETE**

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

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

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

Status: RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway – 80 Percent Complete

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

Summary: Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and capitalizing on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. This project plans to add a general-purpose lane on SR-91 between SR-241 and SR-71. While the portion of this project between SR-241 and the Orange/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general-purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project (approximately 2.1 miles), which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general-purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. The final alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the project, to be referred to as the 91

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

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: **PROJECT COMPLETE**

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

Summary: This project added a general-purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.[3] Additional improvements included reconstruction of local interchanges and enhancements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017, and the project fully opened to traffic on December 1, 2023. The final schedule is measured against an amended baseline schedule established in the second quarter of FY 2020-21; the total cost is measured against an amended baseline cost established in the fourth quarter of FY 2022-23. During the quarter, work continued on remaining miscellaneous construction activities including landscaping and punch-list items. Final acceptance and relief of maintenance is expected in 2026, and plant establishment is anticipated to be complete in February 2027.

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

PROJECT L

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

Status: Environmental Phase Complete

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

Summary: This project studied potential improvements along approximately 8.5 miles of I-405 between I-5 and SR-55 in the City of Irvine. The project development team reviewed the alternatives and public

comments received during public circulation, and as a result of the effort, recommended adding one general-purpose lane in both directions. The forecasted schedule is measured against an amended baseline schedule established in the third quarter of FY 2015-16. The final ED and PR were approved on August 31, 2018. The design phase is anticipated to begin in 2030.

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: **I-605, Katella Avenue Interchange Improvements**

Status: Construction Underway – 35 Percent Complete

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

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

PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

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

Summary: The Freeway Service Patrol (FSP) assists motorists whose vehicles become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 14,331 services.[6] Since June 2012, FSP has provided 903,498 services[4] on the Orange County freeway system.

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

STREETS AND ROADS

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 16th Call Applications Under Review

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 15 calls, the Board has awarded 195 projects (237 project phases) totaling more than $432 million, including $23.4 million in external funding. To date, 156 project phases have been completed, 54 are in various stages of implementation, and 27 have been cancelled by the awarded local jurisdictions. On September 8, 2025, the Board approved the release of the 16th call. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2026.

OC Bridges Railroad Program

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

Segment: **Kraemer Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

STREETS AND ROADS

Segment: **Lakeview Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925

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

Segment: **Orangethorpe Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925

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

Segment: **Placentia Avenue Grade Separation**
Status: **PROJECT COMPLETE**
Contact: Jeff Mills, Capital Projects • (714) 560-5925

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

STREETS AND ROADS

Segment: **Raymond Avenue Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **State College Boulevard Grade Separation**

Status: **PROJECT COMPLETE**

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

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

Segment: **Tustin Avenue/Rose Drive Grade Separation**

Status: **PROJECT COMPLETE**

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

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

PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

Status: 16th Call Applications Under Review

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

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

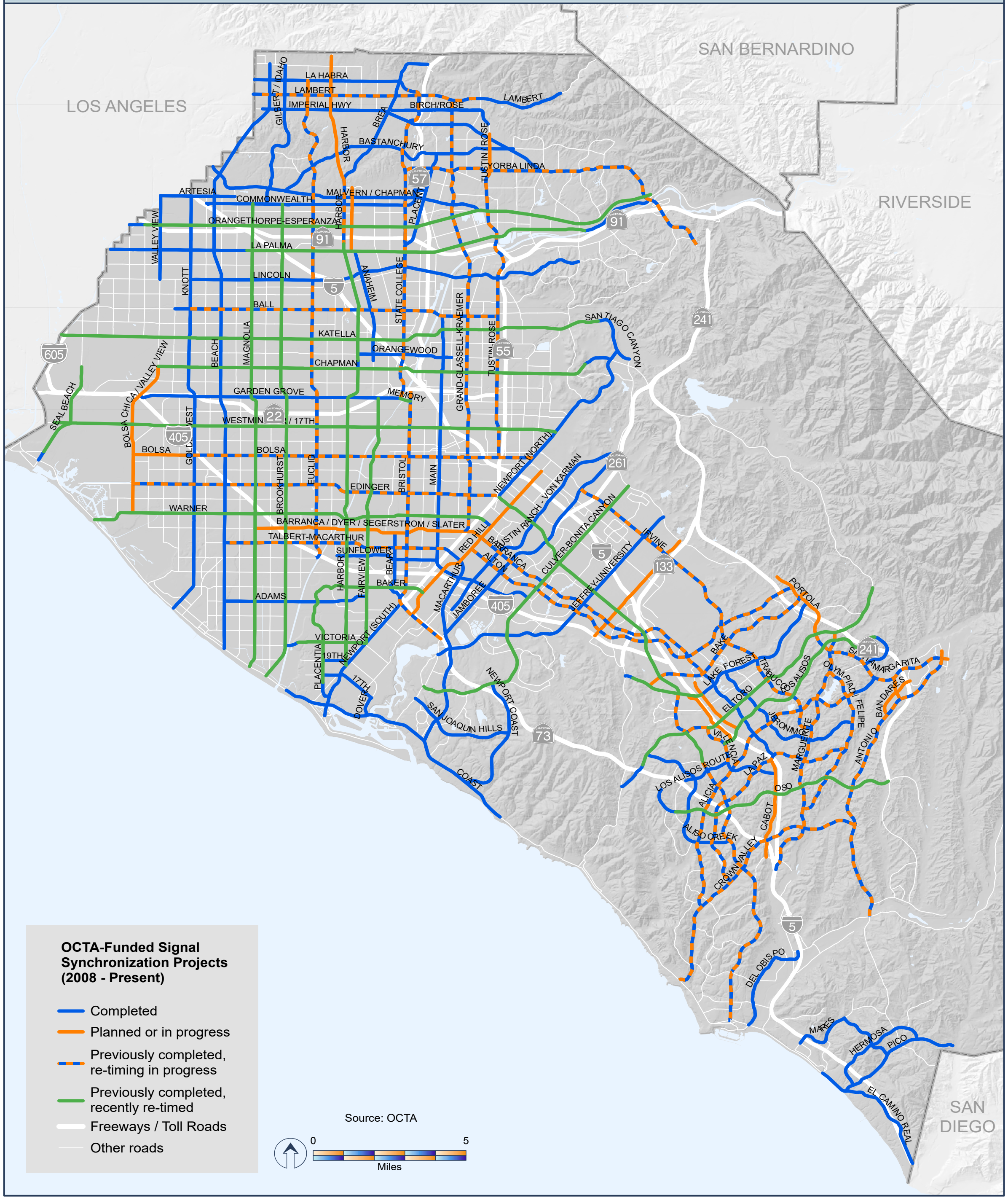
To date, OCTA and local agencies have synchronized 3,789 intersections over 979 miles of streets (109 completed projects). Through 15 calls, 123 projects[5] totaling approximately $162.3 million have been awarded. Overall, OCTA has funded 143 projects[5] totaling nearly $196.8 million, including $40.1 million in leveraged external funding. On September 8, 2025, the Board approved the release of the 16th call. Applications were received on November 20, 2025, and are under review. Based on the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2026.

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

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

STREETS AND ROADS

OCTA-Funded Signal Synchronization Projects (2008 - Present)



Source: OCTA

7/16/2025

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

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

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately $861 million[6] in LFS payments have been provided to local jurisdictions, of which more than $25.7 million[6] was provided this quarter.

For more details, see funding allocation by local agency on pages 51-52.

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

TRANSIT

PROJECT R

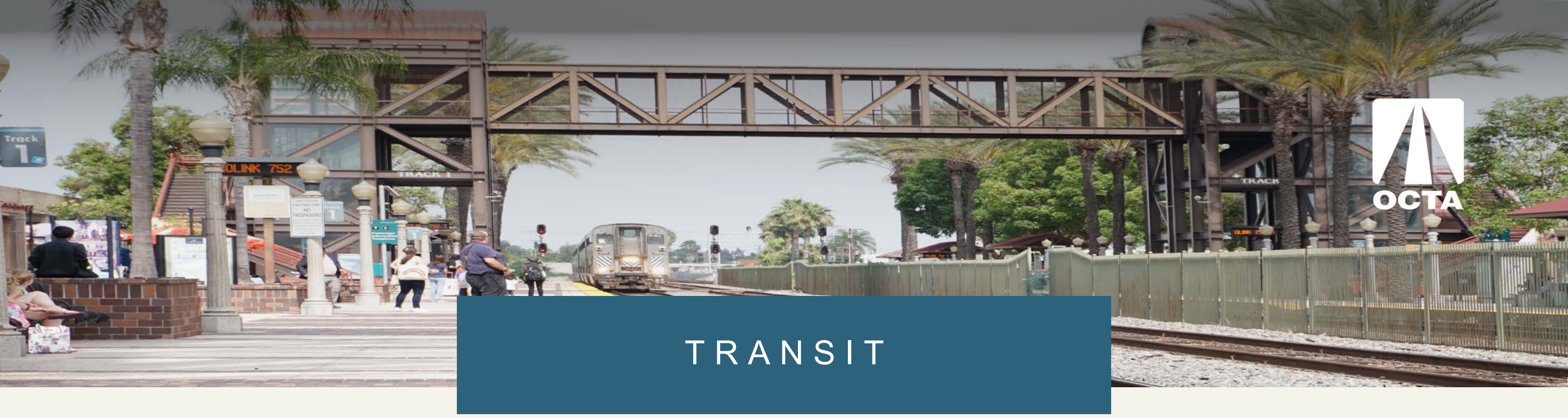
HIGH FREQUENCY METROLINK SERVICE

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

Project: **Metrolink Grade Crossing Improvements**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601
Summary: Enhancements at 50 of the designated 52 Orange County at-grade rail-highway crossings were completed in support of the Metrolink Service Expansion Program (MSEP) in October 2012. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2010-11. As a result of one private crossing, which did not allow OCTA to make enhancements, and one street closure, which eliminated the need for enhancements, the final count of enhanced rail-highway crossings was 50. Completion of the safety improvements provided each corridor city with the opportunity to establish a "quiet zone" at their respective crossings. Quiet zones are intended to prohibit the sounding of train horns through designated crossings, except in the case of emergencies, construction work, or safety concerns identified by the train engineer. The cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin have established quiet zones within their communities.

Project: **Metrolink Service Expansion Program**
Status: **PROJECT COMPLETE**
Contact: Megan Taylor, Operations • (714) 560-5601
Summary: Following the completion of the MSEP improvements in 2012, OCTA deployed a total of ten new Metrolink intracounty trains operating between the cities of Fullerton and Laguna Niguel/Mission Viejo, primarily during the midday and evening hours.

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



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

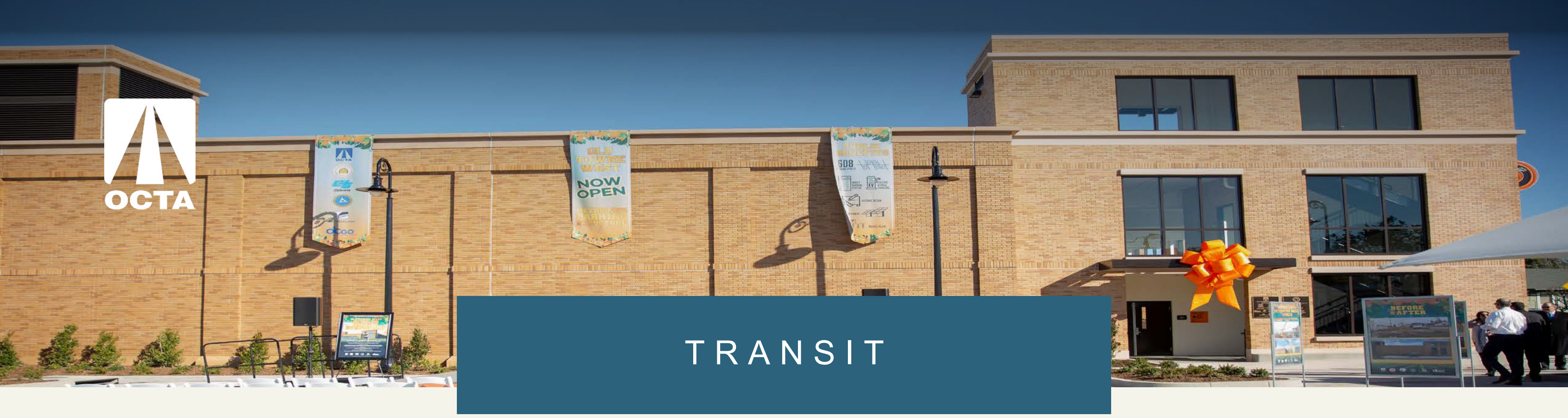
Rail Corridor and Station Improvements

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

Project: **Anaheim Canyon Metrolink Station Improvements**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project added a second main track and passenger platform, extended the existing passenger platform, added improvements to at-grade crossings for pedestrian circulation, and installed new station amenities including benches, shade structures, and ticket vending machines. The improvements were completed on January 30, 2023. The total cost is measured against an amended baseline cost established in the third quarter of FY 2016-17; the final schedule is measured against an amended baseline schedule established in the fourth quarter of FY 2020-21.

Project: **Fullerton Transportation Center Improvements**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: Completed early on, this project constructed a new five-level parking structure to provide additional transit parking at the Fullerton Transportation Center for both intercity rail service and commuter rail passengers. Construction on this city-led project began on October 18, 2010, and the improvements were completed on June 19, 2012. After completion, an elevator upgrade project was initiated with leftover savings. The elevator project modified the existing pedestrian bridge to add two new traction elevators, one on each side. The City of Fullerton was the lead on this project, which was completed on May 1, 2019.

Project: **Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project added new ADA-compliant access ramps on either side of the pedestrian undercrossing and a unisex ADA-compliant restroom, vending machine room, and three passenger



canopies. Construction began on February 23, 2016, and the improvements were completed on September 20, 2017. The final schedule is measured against an amended baseline schedule established in the third quarter of FY 2018-19.

Project: **Orange Transportation Center Metrolink Parking Structure**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project constructed a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019. The total cost is measured against an amended baseline cost established in the fourth quarter of FY 2015-16; the final schedule is measured against an amended baseline schedule established in the second quarter of FY 2017-18.

Project: **New Placentia Metrolink Station and Parking Structure**
Status: Design Complete; Ready for Advertisement subject to BNSF construction and maintenance (C&M) agreement
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This project will construct a new Metrolink station to include a platform, parking, a new bus stop, and passenger amenities in the City of Placentia. Plans for the proposed Placentia Metrolink Station Project were near completion when the City of Placentia requested to modify them to include a parking structure to be built where surface parking had been designed. On June 27, 2016, the Board approved a cooperative agreement with the City of Placentia that revised the project's scope and budget, and with the changes, the City of Placentia will contribute towards the cost. The project will also include a third track which should assist with the on-time performance of train operations and provide operational flexibility for both freight and passenger trains. OCTA is the lead agency for design and construction and BNSF will be the lead on rail construction. The initial final design was completed on July 22, 2017, based on a previously agreed layout. The forecasted cost and schedule is measured against an amended baseline cost and schedule established in the first quarter of FY 2016-17. OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF and potential design layout reconfiguration.

Project: **San Clemente Pier Station Lighting**
Status: **PROJECT COMPLETE**
Contact: Jim Beil, Capital Programs • (714) 560-5646
Summary: This OCTA-led project resurfaced and added lighting to the existing platform, new ticket station, and new decorative handrails at the San Clemente Pier Station in the City of San Clemente. The improvements were completed on March 17, 2017, and project closeout was completed in the same month.

Additional Rail Corridor Improvements

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

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

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

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

Completed:

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

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

Underway:

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

Project: **Sand Canyon Grade Separation**

Status: **PROJECT COMPLETE**

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

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

TRANSIT

Project: **Tustin Metrolink Station Parking Structure**

Status: **PROJECT COMPLETE**

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

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

Project: **Laguna Niguel to San Juan Capistrano Passing Siding Project**

Status: **PROJECT COMPLETE**

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

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

PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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

Project: **OC Streetcar**

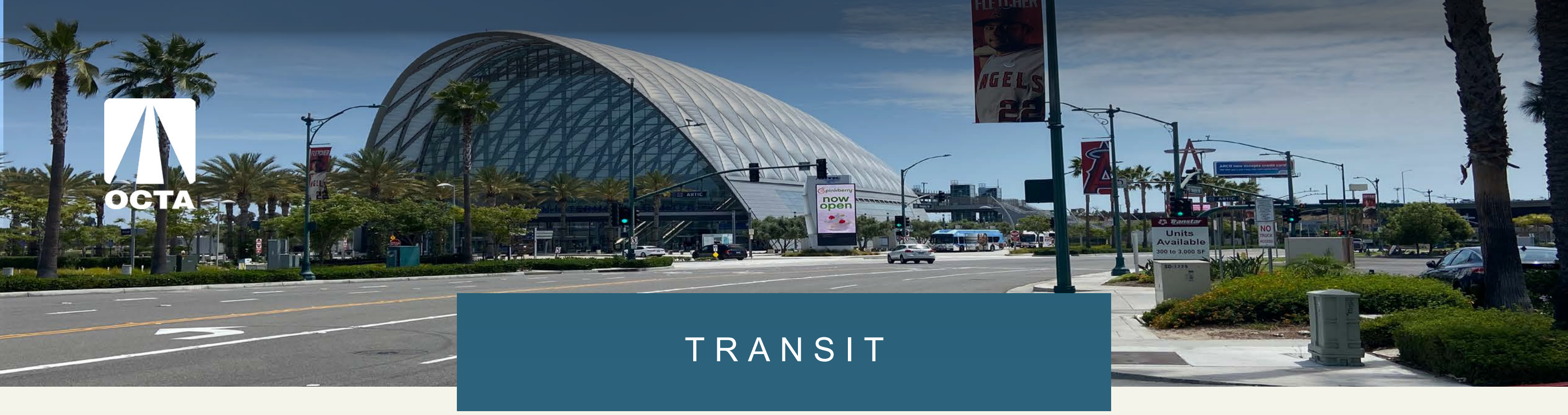
Status: Full Funding Grant Agreement Executed November 30, 2018; Construction Work Ongoing, All Eight Vehicles Completed and Delivered, Systems Integrated Testing Underway

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

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

Construction

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



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

Vehicles

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

Operations

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

Cost and Schedule

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

Project: **Bus and Station Van Extension Projects**

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

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

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

TRANSIT

PROJECT T

METROLINK GATEWAYS

Project: **Anaheim Regional Transportation Intermodal Center**

Status: **PROJECT COMPLETE**

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

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

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately $159.4 million[7,8] in Project U funding has been provided under M2.

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.

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

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

Since inception, more than $45 million[7,8] has been provided to support nearly 3.5 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately $1.3 million[7,8] was paid out to 30 of the 32 participating cities that are currently active.

Project: **Senior Non-Emergency Medical Transportation Program**
Status: Ongoing
Contact: Jack Garate, Transit • (714) 560-5387
Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than $48.5 million has been allocated to support more than 1.79 million SNEMT boardings[9]. This quarter, approximately $1.6 million[7] 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.

Approximately $2.3 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on nearly 2.0 million program-related boardings recorded on fixed-route and ACCESS services, approximately $641,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, nearly $65.8 million has been allocated to support more than 168 million program-related boardings.

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates
Contact: Charvalen Alacar, Planning • (714) 560-5401
Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to

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

meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 50 projects and ten planning studies totaling approximately $99.4 million[10]. Of the 50 transit circulator projects[11], 17 are currently active, three are planned, 13 have been cancelled (primarily due to low ridership), and 17 have been completed.

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

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

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

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

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

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

ENVIRONMENTAL

PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: **Environmental Cleanup Program**

Status: 16th Tier 1 Call Underway

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

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

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 15 rounds of funding under the Tier 1 grants program.

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

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

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

ENVIRONMENTAL

FREEWAY MITIGATION

Segment: **Environmental Mitigation Program**

Status: Biological Permits Issued and Conservation Plan in Place

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

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

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

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 13 restoration projects totaling 350 acres. To date, ten restoration projects (one of these projects has two distinct areas) have been completed and have been approved by the Wildlife Agencies. The Board authorized $42 million (inclusive of setting aside funds for long-term land management) for property acquisitions, $10.5 million to fund habitat restoration activities, and $2.5 million for conservation plan development and program support, for a total of approximately $55 million.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2025 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of $2.9 million annually. To date, OCTA has made ten endowment deposits. As of March 31, 2026, the endowment balance was $38,797,315, which is above the target of $36,628,220 for the third quarter of FY 2025-26. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of $46.2 million in FY 2027-28; however, the performance of the endowment fund could influence the timeframe for achieving this goal. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2026. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.

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

Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. These reports take time to develop as they fold in multiple reports from various consultants and contractors working on the OCTA Preserves and the funded restoration projects through the end of every calendar year. Annual reports to date document that OCTA's activities are in compliance and on target with the Conservation Plan commitments. The 2025 annual report is anticipated to be completed and approved by the Wildlife Agencies in mid-2026 and will subsequently be shared with the EOC, Board, and posted on the OCTA website.

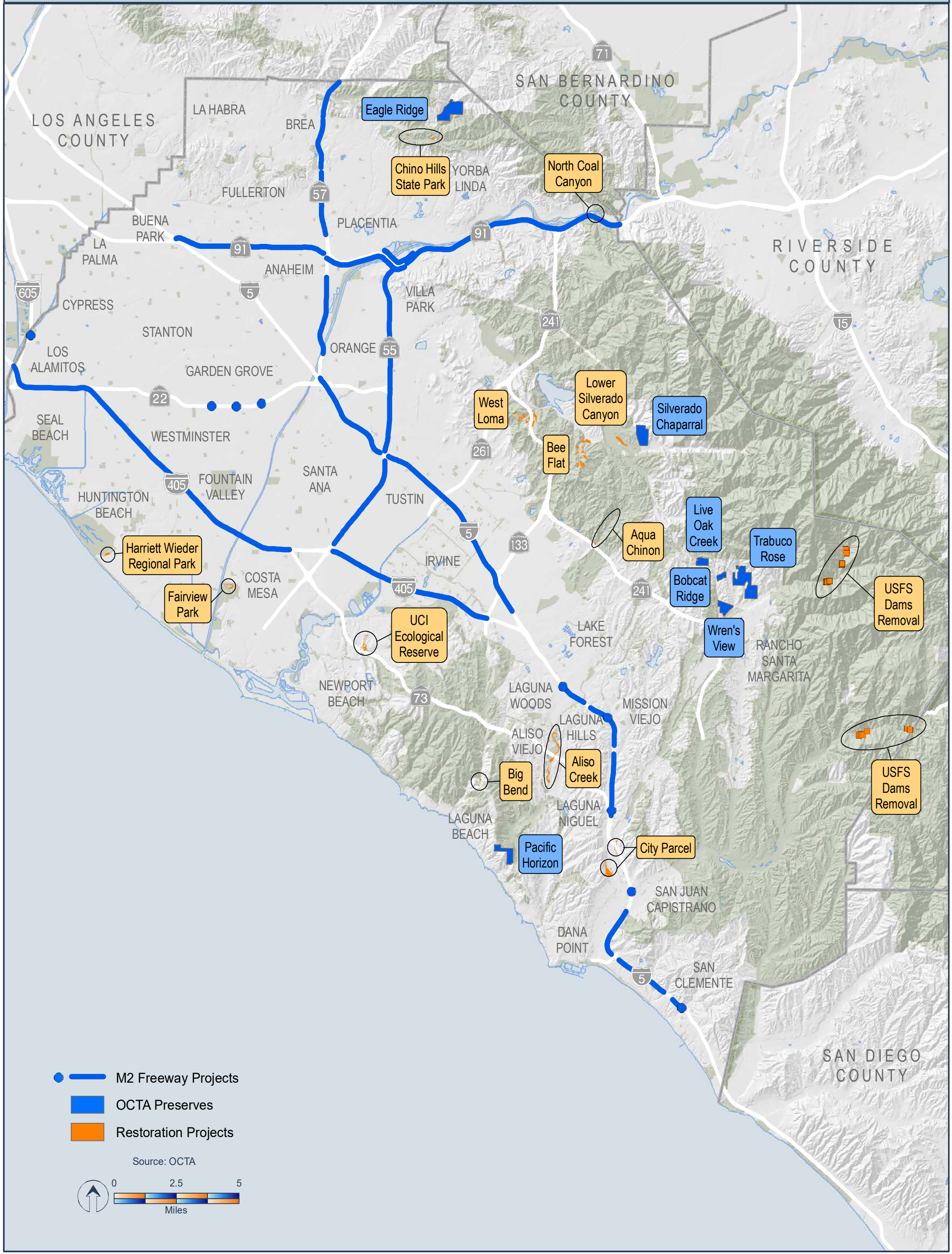
The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these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

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. The 2026 hike and ride schedules are available at www.PreservingOurLegacy.org.

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

ENVIRONMENTAL

OCTA Preserves and Funded Restoration Projects



Source: OCTA

7/30/2024

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PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

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

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

Next 10 Delivery Plan

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

PROGRAM MANAGEMENT

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On December 8, 2025, the Board approved the 2025 Next 10 Plan, which spans FY 2025-26 to FY 2034-35. The 2025 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of $13.2 billion (supplemented with external revenue – federal, state, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring.

M2 Performance Assessment

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

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

M2 Ten-Year Review

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

PROGRAM MANAGEMENT

M2 Ordinance Tracking Matrix

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

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

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

Engineer's Estimate versus Bids Tracking

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

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

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

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive $24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined ($13.2 billion or 45.6 percent lower as of December 31, 2025) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately $5.3 million from OCUTT to date. As of March 31, 2026, the total borrowings to date from OCUTT, along with accrued interest, have been paid off.

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

Taxpayer Oversight Committee

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

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

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

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

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

M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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

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

Current Forecast

Originally, the 2005 projections for M2 sales tax collections were anticipated at $24.3 billion. The 2025 M2 sales tax revenue forecast update was presented to the Board on October 27, 2025. The revised total nominal sales tax collections over the life of M2 is estimated to be $13.2 billion, which represents a year-over-year decrease of $800 million in forecasted sales tax when compared to last year's forecast.

OCTA remains in a strong financial position, supported by healthy agency-wide reserve levels. The M2 program incorporates its own consideration of economic uncertainties to address potential revenue shortfalls or cost increases. The agency is actively monitoring various factors, including inflation, interest rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the observed revenue decline and economic uncertainties, OCTA prioritizes fiscal stewardship and proactive financial planning to ensure our commitment to the public; promises made, promises kept.

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

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

Schedule 1

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

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

Schedule 2

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

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

Schedule 3

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

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

Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2026 (actual)
	(G)	*(H)*	*(I)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Transit Projects (25% of Net Revenues)					
R	High Frequency Metrolink Service	$ 1,298,266	$ 489,398	$ 572,976	$ 123,818	$ 449,158
S	Transit Extensions to Metrolink	1,149,112	444,315	330,688	151,974	178,714
T	Metrolink Gateways	66,534	44,081	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	451,371	168,760	162,842	88	162,754
V	Community Based Transit/Circulators	260,274	100,637	25,331	1,697	23,634
W	Safe Transit Stops	28,728	11,108	2,135	26	2,109
	Subtotal Projects	3,254,285	1,258,299	1,192,192	338,559	853,633
	Net Finance Expenditures	-	-	34,778	-	34,778
	Total Transit Projects	$ 3,254,285	$ 1,258,299	$ 1,226,970	$ 338,559	$ 888,411
	%					19.5%
	Measure M2 Program	$ 13,017,136	$ 5,033,199	$ 6,155,693	$ 1,588,866	$ 4,566,827

Project	Description	Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to Mar 31, 2026 (actual)	Expenditures Inception to Mar 31, 2026 (actual)	Reimbursements Inception to Mar 31, 2026 (actual)	Net M2 Cost Inception to Mar 31, 2026 (actual)
	(G)	*(H.1)*	*(I.1)*	*(J)*	*(K)*	*(L)*
	($ in thousands)					
	Environmental Cleanup (2% of Revenues)					
X	Clean Up Highway and Street Runoff that Pollutes Beaches	$ 276,544	$ 106,512	$ 57,300	$ 311	$ 56,989
	Net Finance Expenditures	-	-	-	-	-
	Total Environmental Cleanup	$ 276,544	$ 106,512	$ 57,300	$ 311	$ 56,989
	%					1.1%
	Taxpayer Safeguards and Audits					
	Collect Sales Taxes (1.5% of Sales Taxes)	$ 198,402	$ 77,139	$ 48,050	$ -	$ 48,050
	%					0.9%
	Oversight and Annual Audits (1% of Revenues)	$ 138,272	$ 53,256	$ 53,256	$ 0	$ 53,256
	%					1.0%

LOCAL FAIR SHARE

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

LOCAL FAIR SHARE

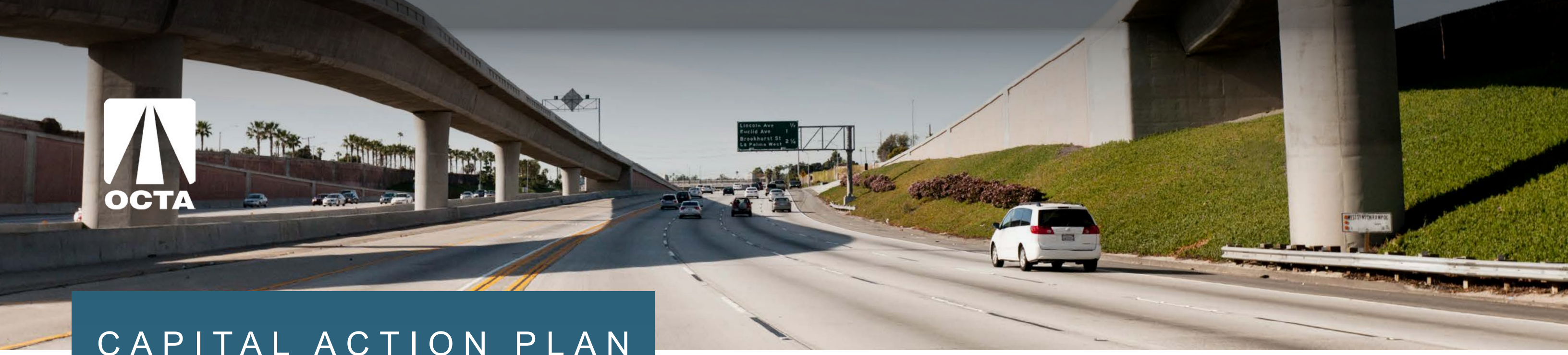
M2 Funds		
ENTITY	3RD QUARTER FY 2025-26	FUNDS TO DATE*
SAN CLEMENTE	$489,773	$15,401,290
SAN JUAN CAPISTRANO	$335,508	$10,352,084
SANTA ANA	$2,298,891	$74,191,126
SEAL BEACH	$203,448	$6,605,686
STANTON	$265,041	$8,137,467
TUSTIN	$807,574	$24,655,164
VILLA PARK	$44,908	$1,414,964
WESTMINSTER	$702,041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

** Only includes disbursed funds.*

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

Withheld funds are listed below:

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



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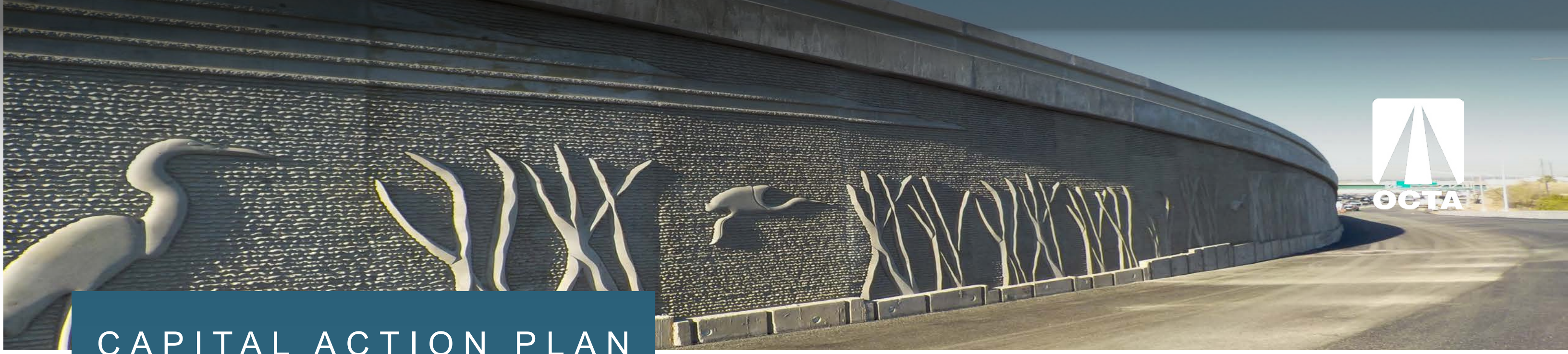
Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	$38.9	**Apr-15**	**Jun-17**	**Nov-18**	**Jan-21**
I-5, I-405 to Yale Avenue	$280.6	Aug-18	May-24	Feb-26	Aug-30
Project B	$388.1	**Jan-20**	**Nov-24**	**Jan-26**	Aug-30
I-5, Yale Avenue to SR-55	$238.3	Aug-18	Feb-25	Dec-25	Feb-31
Project B	$327.9	**Jan-20**	**Aug-24**	**Nov-25**	Feb-31
I-5, Pico to Vista Hermosa	$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	$83.6	**Oct-11**	**Oct-13**	**Dec-14**	**Aug-18**
I-5, Vista Hermosa to Pacific Coast Highway	$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	$75.3	**Oct-11**	**May-13**	**Jun-14**	**Jul-17**
I-5, Pacific Coast Highway to San Juan Creek Road	$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	$74.3	**Oct-11**	**Jan-13**	**Dec-13**	**Jul-18**
I-5, SR-73 to Oso Parkway	$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	$229.4	**May-14**	**Aug-18**	**Dec-19**	**Jul-25**
I-5, Oso Parkway to Alicia Parkway	$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	$230.3	**May-14**	**Dec-17**	**Mar-19**	**Dec-24**
I-5, Alicia Parkway to El Toro Road	$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	$227.3	**May-14**	**May-19**	**Sep-20**	**Jul-25**
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	$12.4	N/A	**Oct-24**	**May-25**	Dec-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Dec-26	TBD	TBD	TBD

*Status through March 2026. For detailed project information, please refer to the individual project section within this report.



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

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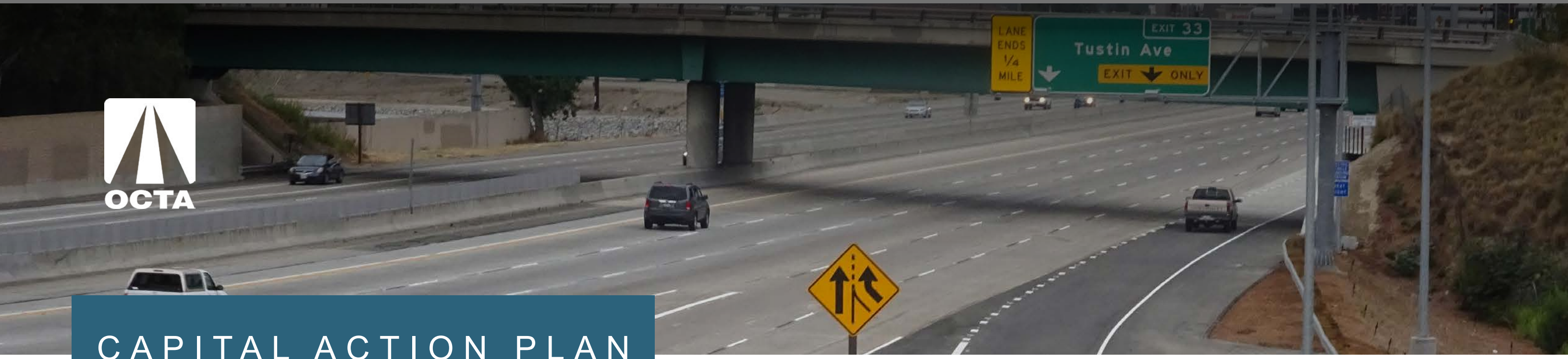

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Capital Projects	**Cost** Baseline/Forecast	**Schedule** Plan/Forecast			
	(millions)	**Complete Environmental**	**Complete Design**	**Award Contract**	**Complete Construction**
SR-91 Westbound (WB), I-5 to SR-57 Project H	$78.1 $59.2	Apr-10 **Jun-10**	Feb-12 **Apr-12**	Nov-12 **Jan-13**	Apr-16 **Jun-16**
SR-91 Westbound (WB), I-5 to SR-57 (Landscape) Project H	N/A N/A	N/A N/A	N/A **Aug-16**	N/A **Mar-17**	N/A **Nov-17**
SR-91, SR-55 to Lakeview Avenue (Segment 1) Project I	$108.6 $140.7	Oct-18 **Jun-20**	Jan-23 **Mar-23**	Feb-24 **Jan-25**	Mar-28 Mar-28
SR-91, La Palma Avenue to SR-55 (Segment 2) Project I	$208.4 $380.7	Oct-18 **Jun-20**	Jul-23 **Jan-25**	Jul-24 Mar-27	Mar-28 Mar-31
SR-91, Acacia Street to La Palma Ave (Segment 3) Project I	$147.7 $257.5	Oct-18 **Jun-20**	Apr-24 **Oct-24**	Dec-25 **Oct-25**	Sep-30 Sep-30
SR-91 (WB), Tustin Interchange to SR-55 Project I	$49.9 $42.5	Jul-11 **May-11**	Mar-13 **Feb-13**	Oct-13 **Oct-13**	Jul-16 **Jul-16**
SR-91, SR-55 to SR-241 Project J	$128.4 $79.7	Jul-09 **Apr-09**	Jan-11 **Aug-10**	Sep-11 **May-11**	Dec-12 **Mar-13**
SR-91, SR-55 to SR-241 (Landscape) Project J	N/A N/A	N/A N/A	N/A **Feb-13**	N/A **Oct-13**	N/A **Feb-15**
SR-91 Eastbound, SR-241 to SR-71 Project J	$104.5 $57.8	Dec-07 **Dec-07**	Dec-08 **Dec-08**	Jul-09 **Aug-09**	Nov-10 **Jan-11**
SR-91 EB Corridor Operations Project (SR-241 to SR-71) (PDB) Project J	N/A $222.2	N/A Aug-26	N/A Sep-27	N/A N/A	N/A Sep-30
I-405, SR-55 to I-605 (Design-Build) Project K	$2,160.0 $2,160.0	Mar-13 **May-15**	Nov-15 **Nov-15**	Nov-16 **Nov-16**	Feb-24 **Feb-24**

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Capital Projects	Cost Baseline/Forecast	Schedule Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	**Aug-18**	TBD	TBD	TBD
I-605, I-605/Katella Interchange	$29.0	Nov-18	Mar-23	Feb-24	Jul-27
Project M	$53.0	**Oct-18**	**Jan-23**	**Apr-25**	Jul-27
Grade Separation Projects:					
Raymond Avenue Railroad Grade Separation	$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	$126.2	**Nov-09**	**Dec-12**	**Feb-14**	**May-18**
State College Boulevard Railroad Grade Separation (Fullerton)	$73.6	Jan-11	Aug-12	May-13	May-18
Project O	$99.6	**Apr-11**	**Feb-13**	**Feb-14**	**Mar-18**
Placentia Avenue Railroad Grade Separation	$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	$64.5	**May-01**	**Jun-10**	**Jul-11**	**Dec-14**
Kraemer Boulevard Railroad Grade Separation	$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	$63.8	**Sep-09**	**Jul-10**	**Sep-11**	**Dec-14**
Orangethorpe Avenue Railroad Grade Separation	$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	$105.9	**Sep-09**	**Oct-11**	**Jan-13**	**Oct-16**
Tustin Avenue/Rose Drive Railroad Grade Separation	$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	$96.6	**Sep-09**	**Jul-11**	**Feb-13**	**Oct-16**
Lakeview Avenue Railroad Grade Separation	$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	$110.9	**Sep-09**	**Jan-13**	**Nov-13**	**Jun-17**
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	**Nov-17**	TBD	TBD	TBD
Sand Canyon Avenue Railroad Grade Separation	$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	$61.9	**Sep-03**	**Jul-10**	**Feb-11**	**Jan-16**

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

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COMMON ABBREVIATIONS

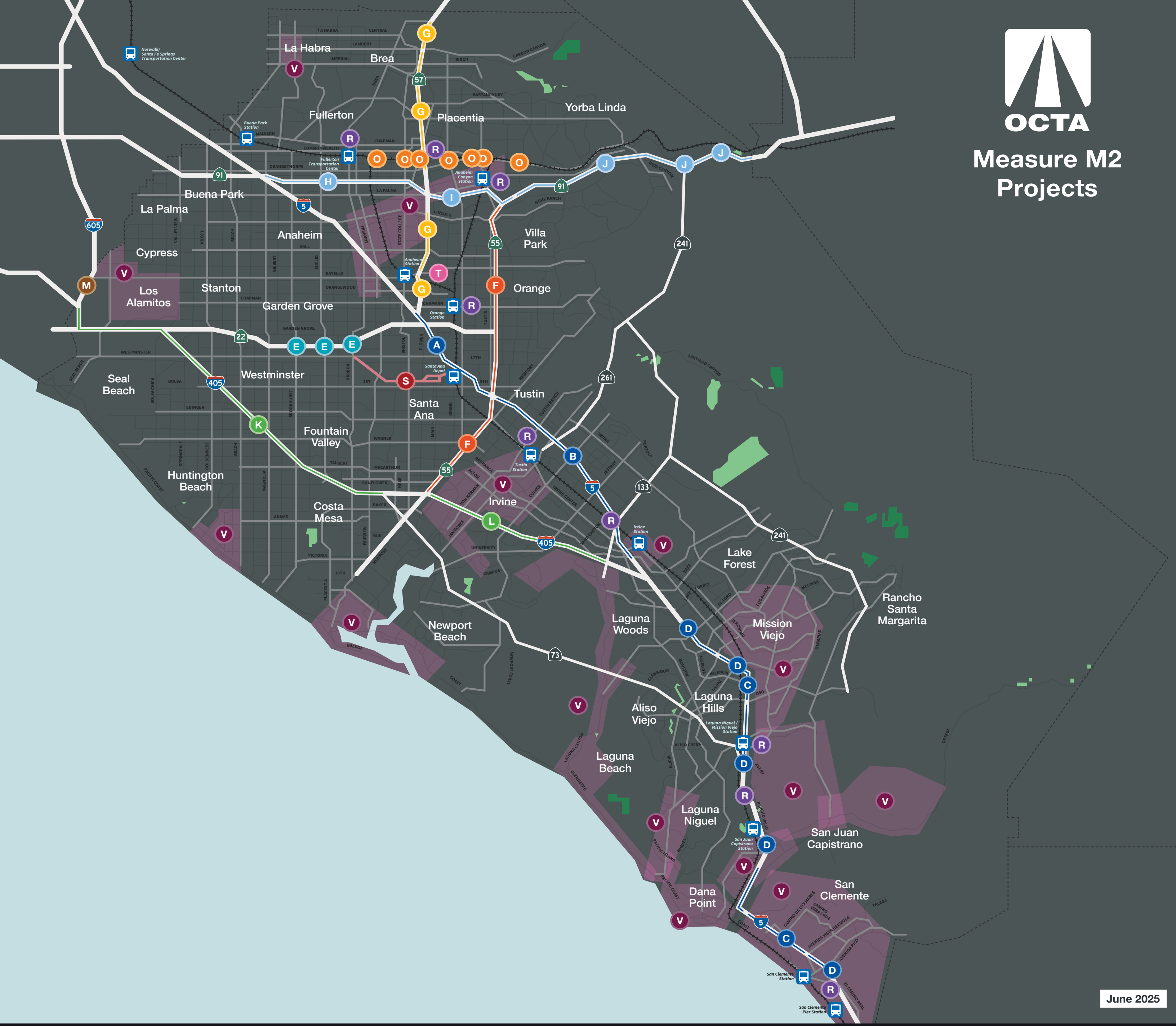
Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus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

COMMON ABBREVIATIONS

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

OCTA

Measure M2 Projects



Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

E Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

M Katella Avenue Interchange Improvements

Freeway Mitigation Program

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

Streets & Roads

O Grade Separation Program
P ▨ Signal Synchronization Project Corridors

Rail

▨ Metrolink Rail Line
■ Metrolink Station

Transit Projects

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

Other Projects Not Shown

Project N:
- Freeway Service Patrol

Project O:
- Regional Capacity Program

Project Q:
- Local Fair Share Program

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

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

Project W:
- Safe Transit Stops

Project X:
- Environmental Cleanup Program