



OCTA



*Local Tax Dollars at Work*

# MEASURE M2 QUARTERLY PROGRESS REPORT

First Quarter of Fiscal Year 2023 – 24  
July 1, 2023 through September 30, 2023

First Quarter Highlights:

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





## MEASURE M2 PROGRESS REPORT

### **SUMMARY**

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

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from July 1, 2023, through September 30, 2023, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

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



The cover photo shows a trash boom installed in the East Garden Grove-Wintersburg Channel at the Bolsa Chica Wetlands, used to improve the water quality by trapping trash, debris, and pollutants. This project was funded by a Tier 1 grant through the M2 Environmental Cleanup Program (Project X). On August 14, 2023, the Board approved the programming recommendations in the amount of \$3,374,083 for the 13th Tier 1 call for projects (call). Staff estimates that nearly 60 million gallons of trash has been captured as a result of the installation of Tier 1 water quality improvement devices since 2011. This is equivalent of filling nearly 138 football fields with one-foot deep of trash.



## MEASURE M2 PROGRESS REPORT

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## MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



Design-Build



Construction



Complete

### OC Go Projects and Programs

		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>A</b>	I-5, SR-55 to SR-57																
<b>B</b>	I-5, I-405 to Yale Avenue																
<b>B</b>	I-5, Yale Avenue to SR-55																
<b>C,D</b>	I-5, Avenida Pico to Avenida Vista Hermosa/ Avenida Pico Interchange																
<b>C</b>	I-5, Avenida Vista Hermosa to Pacific Coast Highway																
<b>C</b>	I-5, Pacific Coast Highway to San Juan Creek Road																
<b>C,D</b>	I-5, SR-73 to Oso Parkway/ Avery Parkway Interchange																
<b>C,D</b>	I-5, Oso Parkway to Alicia Parkway/ La Paz Road Interchange																
<b>C</b>	I-5, Alicia Parkway to El Toro Road																
<b>D</b>	I-5, El Toro Road Interchange (Further Schedule TBD)																
<b>D</b>	I-5, Ortega Highway Interchange	Completed in 2016															
<b>E</b>	SR-22, Access Improvements	Completed in 2008															
<b>F</b>	SR-55, I-405 to I-5																
<b>F</b>	SR-55, I-5 to SR-91																
<b>G</b>	SR-57 NB, Orangewood Avenue to Katella Avenue																
<b>G</b>	SR-57 NB, Katella Avenue to Lincoln Avenue	Completed in 2015															
<b>G</b>	SR-57 NB, Orangethorpe Avenue to Yorba Linda Boulevard	Completed in 2014															
<b>G</b>	SR-57 NB, Yorba Linda Boulevard to Lambert Road	Completed in 2014															
<b>G</b>	SR-57 NB, Lambert Road to Orange/Los Angeles County Line (Further Schedule TBD)																
<b>H</b>	SR-91 WB, I-5 to SR-57	Completed in 2016															
<b>I</b>	SR-91 WB, SR-55 to Tustin Avenue Interchange	Completed in 2016															
<b>I</b>	SR-91, SR-55 to Lakeview Avenue																
<b>I</b>	SR-91, La Palma Avenue to SR-55																
<b>I</b>	SR-91, Acacia Street to La Palma Avenue																

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

<sup>1</sup> Projects managed by local agencies

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



## MEASURE M2 PROJECT SCHEDULES

### OC Go Projects and Programs

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
J SR-91, SR-55 to SR-241	Completed in 2013															
J SR-91 EB, SR-241 to SR-71	Completed in 2011															
J SR-91, SR-241 to Orange/Riverside County Line (Further Schedule TBD)																
K I-405, SR-73 to I-605	[Hatched bar from 2017 to 2023]															
L I-405, I-5 to SR-55 (Further Schedule TBD)	[Green bar from 2017 to 2018]															
M I-605, Katella Avenue Interchange																
O Kraemer Boulevard Grade Separation (Placentia)	Completed in 2014															
O Lakeview Avenue Grade Separation (Anaheim/Placentia)	[Orange bar from 2017 to 2018]															
O Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	Completed in 2016															
O Placentia Avenue Grade Separation (Placentia)	Completed in 2014															
O Raymond Avenue Grade Separation (Fullerton) <sup>1</sup>	[Orange bar from 2017 to 2018]															
O State College Boulevard Grade Separation (Fullerton) <sup>1</sup>	[Orange bar from 2017 to 2018]															
O Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia)	Completed in 2016															
R Sand Canyon Grade Separation (Irvine)	Completed in 2016															
R Rail-Highway Grade Crossing Safety Enhancement	Completed in 2011															
R San Clemente Beach Trail Safety Enhancements	Completed in 2014															
R Anaheim Canyon Metrolink Station Improvements																
R Fullerton Transportation Center Improvements																
R Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps																
R Orange Transportation Center Metrolink Parking Structure																
R Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD)																
R San Clemente Pier Station Lighting																
R Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project																
R Tustin Metrolink Station Parking Structure	Completed in 2011															
R,T Anaheim Regional Transportation Intermodal Center (ARTIC) <sup>1</sup>	Completed in 2014															
S OC Streetcar																

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

<sup>1</sup> Projects managed by local agencies

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

## MEASURE M2 PROGRESS REPORT

### M2 DELIVERY RISK UPDATE ▼

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

Delivery Risk	Explanation	Proposed Action
<b>Financial</b>		
1	The 2022 M2 revenue forecast is \$15 billion, which is a \$1.8 billion (13.6 percent) year-over-year increase from the 2021 forecast. Swings in future revenue projections may challenge delivery.	While the 2022 M2 revenue forecast is higher, 18 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.
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.
3	Potential for an environment of increasing cost for M2 capital projects.	The spring 2023 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment in 2023 and 2024. This is driven by inflation, and increases in construction wages and building materials.
4	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.



## MEASURE M2 PROGRESS REPORT

Delivery Risk		Explanation	Proposed Action
5	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, 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.
6	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	The coronavirus (COVID-19) has altered travel behavior, which affects ridership and revenue. Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns, but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
7	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The spring 2023 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a steep decrease in unemployment rates. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor 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.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure 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.



**MEASURE M2 PROGRESS REPORT**

Delivery Risk	Explanation	Proposed Action
<b>Climate</b>		
<p>9 Climate-related hazards could affect M2 investments.</p>	<p>OCTA has experienced hazards affecting M2 investments. Recent events include the 2022 Coastal Fire which impacted the M2 Environmental Mitigation Program (EMP) Pacific Horizon Preserve, and the tidal events, ocean currents and waves, and storm surges which continue to affect slope and railroad track stabilization in the City of San Clemente.</p>	<p>OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, the Board adopted resolutions to authorize OCTA to take all necessary actions to address the emergency need for slope stabilization to protect the tracks below. OCTA will need to identify long-term solutions to ensure rail service continues to be provided through this portion of Orange County.</p>
<b>Regulatory</b>		
<p>10 Changing federal and state directives could affect M2 freeway project approvals.</p>	<p>Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.</p>	<p>The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.</p>



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### NEXT 10 DELIVERY PLAN

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

On November 14, 2016, the Board approved the Next 10 Plan, providing guidance to staff on the delivery of M2 projects and programs. Annually, staff reviews the Board-adopted commitments in the Next 10 Plan to ensure it remains deliverable with updated revenues and project costs.

On November 14, 2022, the Board adopted the 2022 Next 10 Plan, which covers fiscal year (FY) 2022-23 through FY 2031-32. The update incorporated the \$15 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 2022 Next 10 Plan continues to demonstrate that the Plan remains deliverable.

The 2023 update of the M2 sales tax forecast is planned to be presented to the Board in October 2023. This forecast along with updated project schedules, estimates, and assumptions will be incorporated into the 2023 update of the Next 10 Plan, which is anticipated to be presented to the Board in November 2023.

#### Next 10 Plan Deliverables

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

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

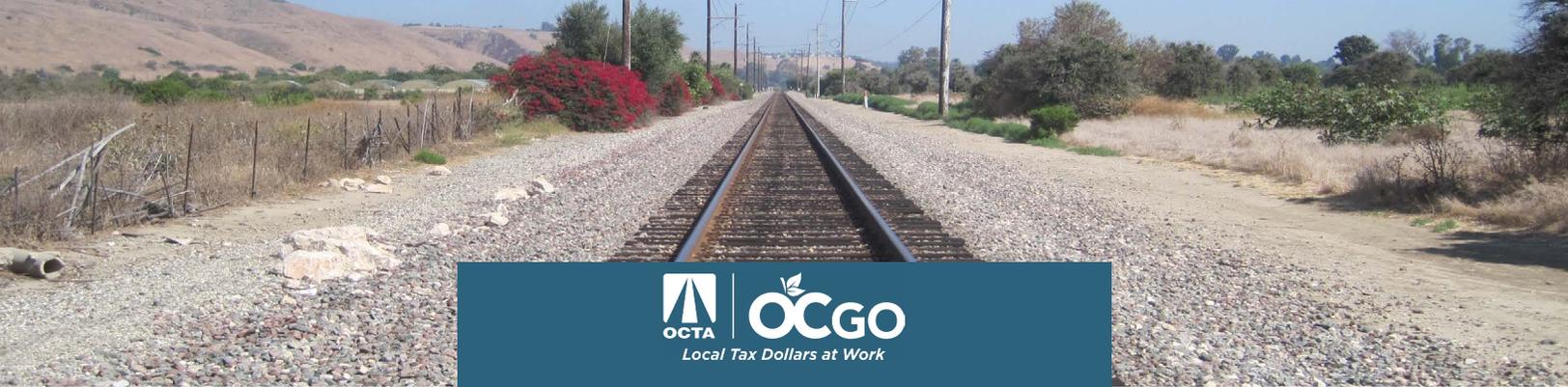
The M2 Freeway Program is currently made up of 30 projects/project segments. This deliverable includes 13 projects to be delivered through construction by FY 2029-30. The completion of these projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. Of the 13 projects to be delivered, five are in construction, and eight are in various stages of design. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

##### Upcoming activities:

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

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

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2032, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Orange/Los Angeles County Line), Project J (SR-91 between SR-241 and I-15), 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.



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### **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 September 2023, OCTA has awarded more than \$525 million in competitive funding through the Regional Capacity Program (RCP) (Project O) and Regional Traffic Signal Synchronization Program (RTSSP) (Project P) annual call for projects (call). Additionally, approximately \$672.9 million<sup>1</sup> in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

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

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

#### Upcoming activities:

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

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

Project R provides funding for Metrolink operations and aims to increase rail services within the County and provide additional Metrolink service north of the City of Fullerton to the Los Angeles County Line. The program 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. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to COVID-19. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County. For more details, see project updates on [page 27](#).

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

In September 2022, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a suspension of passenger rail service in San Clemente. OCTA, in collaboration with Metrolink, completed emergency repairs and resumed passenger rail service on April 17, 2023.



## MEASURE M2 PROGRESS REPORT

However, service was halted again on April 27, 2023, due to falling debris from a failing slope near San Clemente’s cultural center, just two miles north of the completed emergency work. Emergency slope stabilization efforts were completed this quarter and passenger rail service resumed on July 17, 2023. To identify short- and medium-term solutions to address rail infrastructure protection in south Orange County, the Board approved the selection of a consultant to conduct a feasibility study and alternative concept analysis on August 14, 2023. Future updates to the Next 10 Plan will need to consider the financial implications of the long-term solutions. For more details, see the project updates on [page 29](#).

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

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter include continued construction of the Maintenance and Storage Facility (MSF) and station platforms, and installation of embedded track, fences, and train warning and gate systems. In addition, all eight vehicles are in the final stages of manufacturing, with Car 1 successfully completing its final walkthrough and pre-shipment inspection for testing at the MSF. For more details, see the project updates on [page 31](#).

### **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, nearly \$122.6 million<sup>2</sup> 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. For more details, see the program updates on [page 33](#).

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

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

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



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Staff continues to work with local agencies through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on [page 35](#).

### Upcoming activities:

- Issue the fifth call

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

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

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

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

To protect the Preserves in perpetuity, a non-wasting endowment was established. OCTA makes annual deposits of approximately \$2.9 million. As of September 30, 2023, the balance of the endowment was \$25,908,157. 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,



## MEASURE M2 PROGRESS REPORT

such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded over \$36.5 million in funding for 222 Tier 1 projects through 13 calls and \$27.9 million for 22 Tier 2 projects through two calls.

On August 14, 2023, the Board authorized programming recommendations for the 13th Tier 1 call for ten projects. The next Tier 1 and Tier 2 calls are anticipated to be released in early 2024. For more details, see the program updates on [page 37](#).

### Upcoming activities:

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

## FREWAYS

### PROJECT A

### INTERSTATE 5 (I-5) PROJECTS

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

**Status:** PROJECT COMPLETE

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

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



### PROJECT B

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

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

**Status:** Design Phase Underway – 65 Percent Complete

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

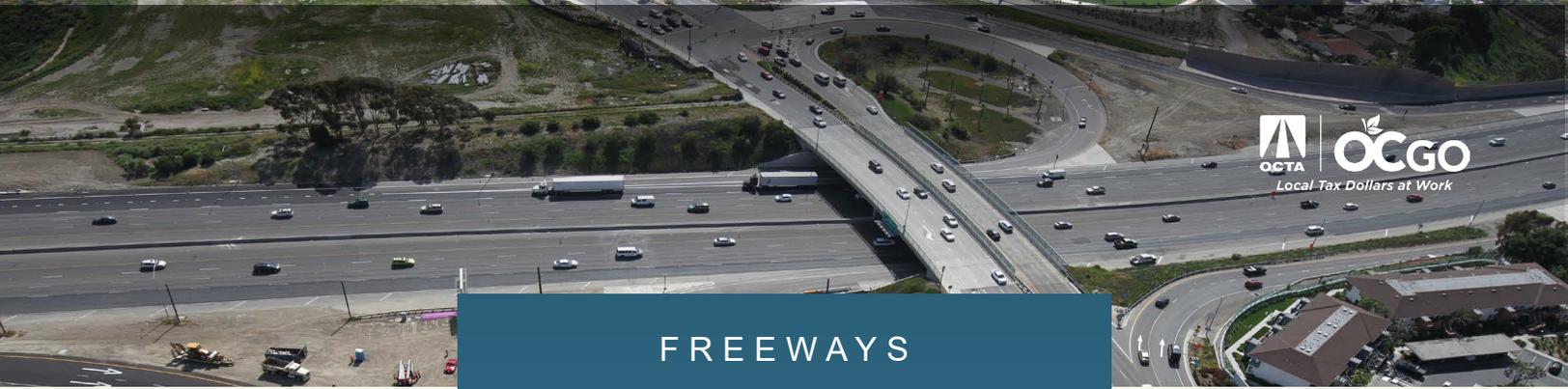
**Summary:** This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design team began addressing 65 percent design comments from Caltrans, the City of Irvine, and other stakeholders. In addition, staff continued coordination with the various stakeholders on locations of soundwalls, overhead signage, drainage, storm water quality features, staging, and landscaping, as well as with Caltrans on right-of-way (ROW) engineering activities. This project will be combined with the Caltrans multi-asset project when the 95 percent design package is developed.

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

**Status:** Design Phase Underway – 90 Percent Complete

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

**Summary:** This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design team received and worked on addressing comments on the 95 percent design package. Third party coordination relating to the locations and heights of soundwalls, overhead signage, landscaping,



# FREEWAYS

staging, and drainage has been completed. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

PROJECT C AND  
PART OF PROJECT D

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

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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

**Summary:** This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, and was officially completed on July 3, 2018. Plant establishment was completed in March 2019.





## FREWAYS

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

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

**Status:** Construction Underway – 84 Percent Complete

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

**Summary:** This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and construction began on January 15, 2020. This quarter, the contractor constructed the final alignments of the southbound on- and off-ramps at the Avery Parkway bridge, and continued to construct drainage systems, retaining walls, and guardrail systems throughout the project. Permanent relocation of the San Diego Gas and Electric transmission facilities was also completed. The construction management team is working with the Orange County Health Care Agency on achieving approval of the demolition of the (former) Chevron gas station at the southwestern quadrant of I-5/Avery Parkway interchange, with approval expected in the next quarter.

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

**Status:** Construction Underway – 89 Percent Complete

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

**Summary:** This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on March 5, 2019, and construction began on April 4, 2019. This quarter, the contractor installed falsework for the third and final section of the I-5/La Paz Road undercrossing bridge. The contractor continued with drainage installation, southbound off and on-ramps at La Paz Road, and punch list items for the bridge over Oso Creek.

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

**Status:** Construction Underway – 76 Percent Complete

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

**Summary:** This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and construction began on October 13, 2020. This quarter, the contractor placed girders for stage two of the Los Alisos Boulevard overcrossing and made significant progress on the reconstruction of the Alicia Parkway and El Toro Road northbound on-ramps.



PROJECT D

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

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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** Environmental Phase Two Underway – 25 Percent Complete

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

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



## FREEWAYS

### PROJECT E

## STATE ROUTE 22 (SR-22) PROJECTS

**Segment:** SR-22 Access Improvements

**Status:** PROJECT COMPLETE

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

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



### PROJECT F

## STATE ROUTE 55 (SR-55) PROJECTS

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

**Status:** Construction Underway – 18 Percent Complete

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

**Summary:** This project will add a general purpose lane (approximately four miles) and a second HOV lane (approximately four miles) in both directions between I-405 and I-5 in the cities of Irvine, Santa Ana, and Tustin. Auxiliary lanes will be added and extended in some segments within the project limits. The final ED and PR were approved on August 31, 2017. The construction contract was awarded on May 27, 2022, and construction began on August 10, 2022. This quarter, work continued with roadway and retaining wall excavation, bridge widening, electrical, and drainage. In addition, staff continued coordination with SCE and Caltrans on utility relocations and with the City of Santa Ana on water line relocations. Due to complex ROW activities, this project is marked as a cost/schedule risk in the CAP.

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

**Status:** Design Phase Underway – 31 Percent Complete

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

**Summary:** This project includes the addition of a general purpose lane (approximately 2.0 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The design of this project was initiated on August 8, 2022. This quarter, the design team obtained structures type selection approval of Lincoln Avenue off-ramp bridge, and continued to work on geometric design and coordination on 35 percent design submittal comments.



# FREEWAYS

## PROJECT G

### STATE ROUTE 57 (SR-57) PROJECTS

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

**Status:** Design Phase Underway – 65 Percent Complete

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

**Summary:** This project includes the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the design team received comments on the 65 percent design package. The design team met with the cities of Anaheim and Orange and other stakeholders to discuss the proposed Traffic Management Plan for the project, and continued coordination with public agencies regarding permitting for proposed geotechnical boring in the Santa Ana River.

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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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





## FREWAYS

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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** Project Study Report-Project Development Support (PSR-PDS) Document Preparation Underway – 5 Percent Complete

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

**Summary:** Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. On July 11, 2022, the Board approved a consultant to prepare a new PSR-PDS document. The new PSR-PDS intends to study potential improvements from Lambert Road to Tonner Canyon Road (approximately 1.3 miles). The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road, which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019 and is anticipated to be complete in December 2023. Phase two, which is the mainline improvement, was approved for State Transportation Investment Program (STIP) funding in March 2022 to initiate the environmental phase. A cooperative agreement with Caltrans to provide oversight was initiated in August 2023. During this quarter, preparation of the new PSR-PDS document began with data collection, review of as-builts, and development of the purpose and need and transportation analysis methodology.



# FREWAYS

## PROJECT H

### STATE ROUTE 91 (SR-91) PROJECTS

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

**Status:** PROJECT COMPLETE

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

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



## PROJECT I

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

**Status:** PROJECT COMPLETE

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

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



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

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

**Status:** Design Phase Underway - 95 Percent Complete

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

**Summary:** This project will provide westbound operational improvements (approximately 1.4 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the

## FREeways

existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. This quarter, the design team continued to coordinate and address comments on the combined 100 percent design package and finalize technical reports for approval. In addition, OCTA continued the ROW acquisition process.

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

**Status:** Design Phase Underway - 77 Percent Complete

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

**Summary:** This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The design of this project was initiated on June 17, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. However, per Caltrans' request, both projects will be separated and will proceed as independent projects. This quarter, the design team worked on addressing comments on the 95 percent design package and submitted all ROW maps with ROW needs defined to Caltrans for review.

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

**Status:** Design Phase Underway - 87 Percent Complete

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

**Summary:** This project will provide westbound operational improvements (approximately 1.7 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. This quarter, the design team worked on addressing comments on the combined 95 percent roadway design package. In addition, all the ROW maps were approved with the ROW appraisal process underway.

### PROJECT J

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

**Status:** PROJECT COMPLETE

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

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





# FREEWAYS

Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.

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

**Status:** PROJECT COMPLETE

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



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

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

**Status:** Riverside County Transportation Center’s (RCTC) Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway

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

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

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

## FREWAYS

### PROJECT K

## INTERSTATE 405 (I-405) PROJECTS

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

**Status:** Design-Build Underway - 95 Percent Complete

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

**Summary:** OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane (approximately 14 miles) between Euclid Street and I-605 in both directions and a second HOV lane in both directions that will combine with the existing HOV lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.<sup>3</sup> The project limits span approximately 16 miles. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

During the quarter, work continued on ROW acquisition, utility coordination, installation of drainage systems, paving, bridge construction, and public outreach. Design is substantially complete with the review of various design refinements and construction submittals ongoing. Construction was completed on one-stage bridges (closed during construction) at Newland Street, Springdale Avenue, and Ward Street. Two-stage bridges (partially closed but allows throughway traffic during construction) at Bolsa Avenue, Brookhurst Street, and Goldenwest Street were also completed. All 18 bridge replacements on the project have been completed and opened to traffic. Construction of the new SR-73/I-405 connector bridge was also completed. OCTA staff, the design-build contractor, the toll lanes system integrator, and the tolling back office system consultant are working closely to accomplish the opening of all lanes, including the 405 Express Lanes, by late 2023.

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



# FREEWAYS

## PROJECT L

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

**Status:** Environmental Phase Complete

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

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

## PROJECT M

### INTERSTATE 605 (I-605) PROJECTS

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

**Status:** Design Phase Underway - 98 Percent Complete

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

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



## FREWAYS

### PROJECT N

## FREWAY SERVICE PATROL

**Status:** Service Ongoing

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

**Summary:** Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 13,614 services.<sup>4</sup> Since June 2012, FSP has provided a total of 751,811 services<sup>4</sup> on the Orange County freeway system.

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



# STREETS AND ROADS

## PROJECT O

### REGIONAL CAPACITY PROGRAM

**Status:** 14th Call Open

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

**Summary:** This program, in combination with required local matching funds, provides funding for improvements on Orange County’s Master Plan of Arterial Highways. Since 2011, through 13 calls, the Board has awarded 180 projects (218 project phases) totaling more than \$387 million, including \$24 million in external funding. This includes the Board-approved escalation rate adjustments due to recent extraordinary inflationary pressures on February 13, 2023. To date, 142 project phases have been completed, 51 are in various stages of implementation, and 25 have been cancelled by the awarded local jurisdictions. On August 14, 2023, the Board approved the release of the 14th call. Applications for the call are due on October 26, 2023, and programming recommendations are anticipated to be presented to the Board in spring 2024.

#### OC Bridges Railroad Program

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

**Segment:** Kraemer Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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

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



**Segment:** Lakeview Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

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





## STREETS AND ROADS

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

**Segment:** Orangethorpe Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

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



**Segment:** Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

**Summary:** This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Placentia. Construction began on October 5, 2011, and the improvements opened to traffic on March 12, 2014. Construction acceptance was obtained in December 2014. OCTA turned over maintenance responsibilities to the cities and completed the one-year warranty in December 2015 with no issues or repairs identified. Funding reimbursement and closeout have been completed.



**Segment:** Raymond Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

**Summary:** This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on October 2, 2017. Construction acceptance was obtained in May 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



## STREETS AND ROADS

**Segment:** State College Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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

**Summary:** This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on November 1, 2017. Construction acceptance was obtained in March 2018. OCTA turned over maintenance responsibilities to the City of Fullerton and completed the one-year warranty on constructed items. Funding reimbursement and closeout have been completed.



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

**Status:** PROJECT COMPLETE

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

**Summary:** This project grade separated the local street from railroad tracks by building a bridge over the railroad crossing for vehicular traffic in the cities of Anaheim and Placentia. Construction began on April 22, 2013, and the improvements opened to traffic on December 7, 2015. Construction acceptance was obtained in October 2016. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty to November 2018 for some minor repair items. No additional issues or repairs were identified. Funding reimbursement and closeout have been completed.



PROJECT P

## REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

**Status:** 14th Call Open

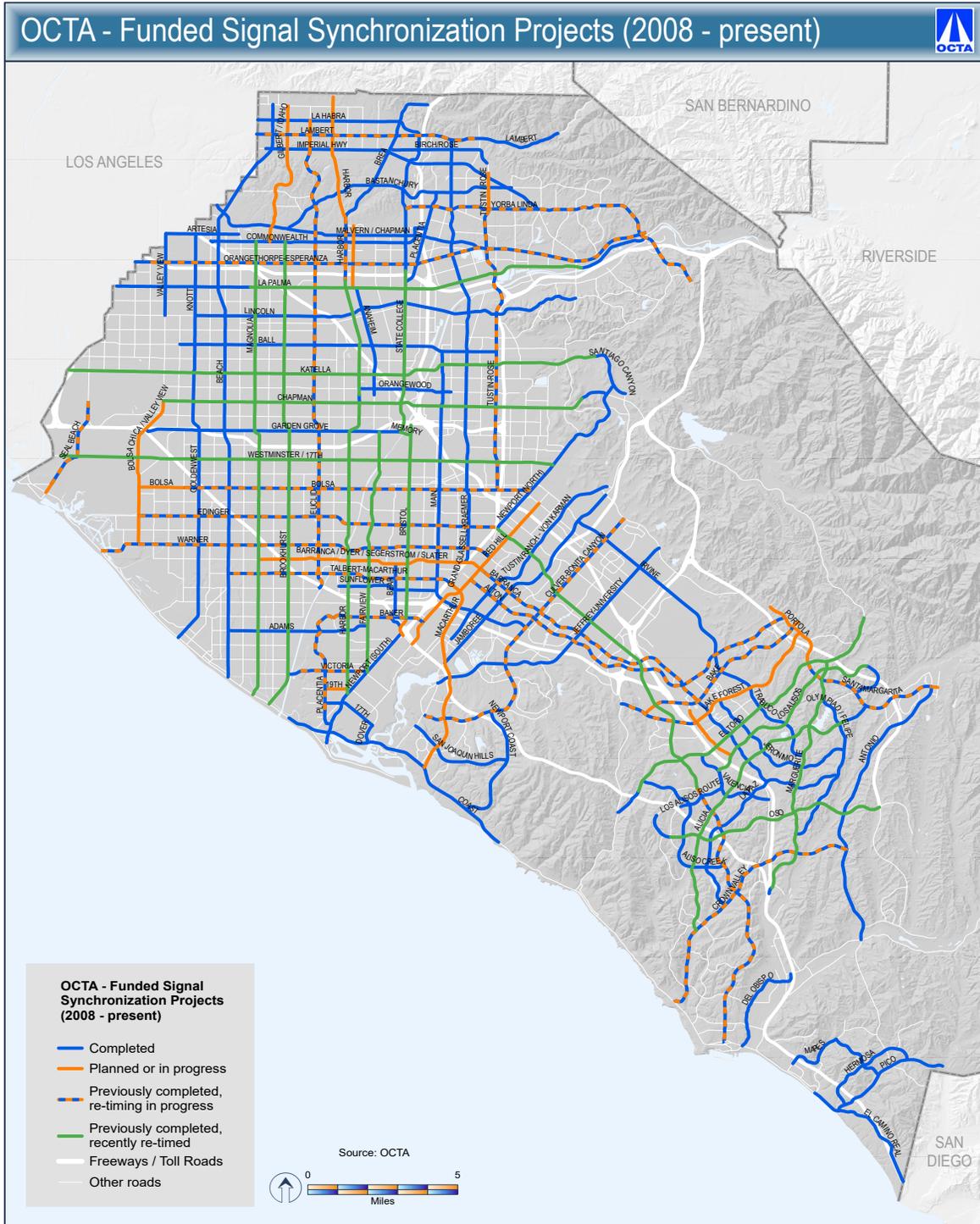
**Contact:** Anup Kulkarni, Planning • (714) 560-5867

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

To date, OCTA and local agencies have synchronized more than 3,522 intersections over more than 903 miles of streets (101 completed projects). Through 13 calls, 112 projects<sup>5</sup> totaling more than \$137.4 million have been awarded. Overall, OCTA has funded 131 projects<sup>5</sup> totaling more than \$162.3 million, including \$30.5 million in leveraged external funding. This includes the Board-approved escalation rate adjustments due to recent extraordinary inflationary pressures on February 13, 2023. On August 14, 2023, the Board approved the release of the 14th call. Applications for the call are due on October 26, 2023, and programming recommendations are anticipated to be presented to the Board in spring 2024.

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

# STREETS AND ROADS





# STREETS AND ROADS

## PROJECT Q

### LOCAL FAIR SHARE

**Status:** Ongoing

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

**Summary:** To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions except the City of Cypress have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, nearly \$672.9 million<sup>6</sup> in LFS payments have been provided to local jurisdictions.

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

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



**PROJECT R**

**HIGH FREQUENCY METROLINK SERVICE**

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

**Project:** Metrolink Grade Crossing Improvements

**Status:** PROJECT COMPLETE

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

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



**Project:** Metrolink Service Expansion Program

**Status:** PROJECT COMPLETE

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

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



In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. Due to the COVID-19 pandemic, the three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. During the quarter, ridership recovery continued to trend positively yet below expectations. Total boardings on the three lines serving Orange County are approximately nine percent higher than the same quarter in FY 2022-23, however, is still 57 percent lower when compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set). Metrolink ridership has struggled to meet projections, thereby reducing farebox recovery. To exacerbate this shortfall, operating costs have increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or availability of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.



## Rail Corridor and Station Improvements

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

**Project:** Anaheim Canyon Metrolink Station Improvements

**Status:** PROJECT COMPLETE

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

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



**Project:** Fullerton Transportation Center Improvements

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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



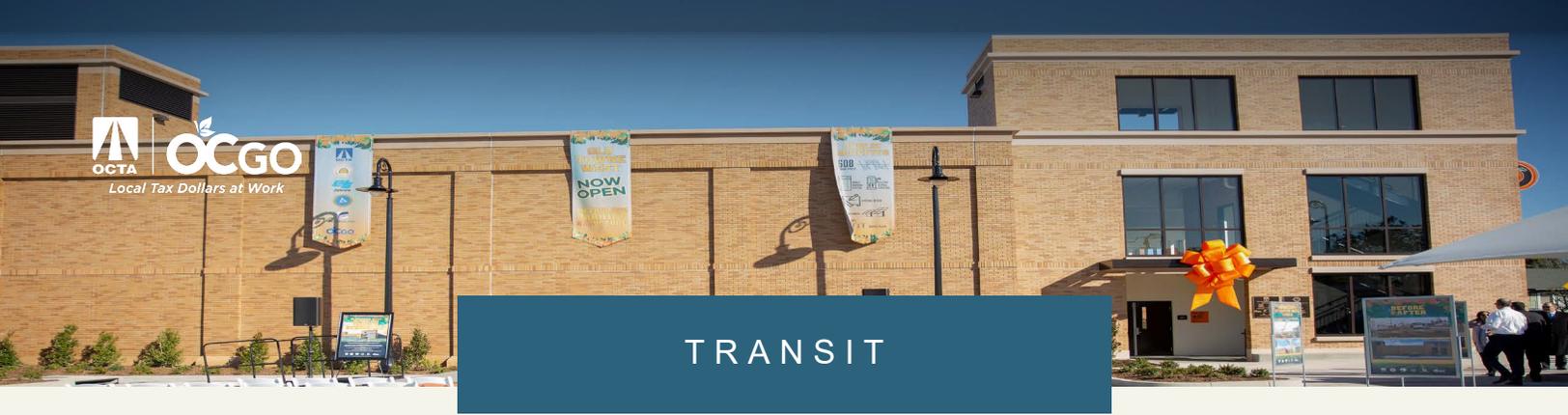
**Project:** Orange Transportation Center Metrolink Parking Structure

**Status:** PROJECT COMPLETE

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

**Summary:** This project includes a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led





# TRANSIT

the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019.

**Project:** **New Placentia Metrolink Station and Parking Structure**

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

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

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

**Project:** **San Clemente Pier Station Lighting**

**Status:** **PROJECT COMPLETE**

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



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

**Additional Rail Corridor Improvements**

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente in the Cyprus Shore area south of the San Clemente Pier [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events coupled with the movement of an ancient slide impacted the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. The repairs for this phase of the work were funded by the commuter rail fund and some State emergency funds. Emergency work to stabilize the railroad track was sufficiently completed to allow full passenger rail service resumption on April 17, 2023. The track stabilization efforts were substantially completed on August 11, 2023.

During this time, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continued to incrementally move. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which led to the suspension of all passenger rail



services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. A temporary barrier wall at the bottom of the slope was constructed to protect the railroad track while the City of San Clemente pursues a long-term stabilization solution. The temporary barrier wall construction was completed on July 17, 2023, allowing service to resume through the City of San Clemente. The total cost of the project is estimated to be \$6 million, of which \$3 million is funded by the California Transportation Commission with State Interregional Transportation Improvement Program funds. OCTA continues to work with partners to seek additional funding as needed.

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

**Completed:**

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

**Underway:**

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

**Project:** Sand Canyon Grade Separation  
**Status:** PROJECT COMPLETE  
**Contact:** Rose Casey, Capital Projects • (714) 560-5729



**Summary:** This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the



# TRANSIT

City of Irvine on January 15, 2016. The project completed the one-year warranty period, and no repairs were identified. The project closed out in January 2017.

**Project:** Tustin Metrolink Station Parking Structure

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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



## PROJECT S

### TRANSIT EXTENSIONS TO METROLINK

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

**Project:** OC Streetcar

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

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

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



# TRANSIT

## Construction

Through September 30, 2023, construction is approximately 80 percent. Fairview Street and Fifth Street at-grade crossings are completed with train warning and gate systems installation efforts ongoing. In the Pacific Electric ROW portion of the alignment, rail de-stressing and fence installation is ongoing. Staff continues to coordinate with the contractor to ensure significant completion of the MSF for vehicle storage at the earliest possible date. A major project milestone was achieved in September 2023 when the remaining embedded tracks were installed at the Santa Ana Boulevard and Santiago Street intersection. This represents 100 percent of embedded tracks installed in four of the five segments. Other ongoing construction activities include placement of new traffic signal poles at various street intersections, installation of overhead contact system hardware, service connections for the four traction power substations, station platform foundation at Lacy Street and SARTC, and station platform canopies.

## Vehicle

One of the eight vehicles is substantially complete and the remaining seven are approximately 80 percent complete. It is anticipated that all eight vehicles will be completed by spring 2024. Staff continues to coordinate the complex pre-shipment planning for vehicle delivery, including coordination on necessary logistics, public safety campaigns, integration and system test requirements, and necessary inter-agency approvals. Negotiations are ongoing for the extension of storage for vehicles, spare parts, special tools, and test equipment to ensure safe keeping until the MSF is ready to accept and test the vehicles.

## Operations

The O&M contractor continued to work with OCTA to support planning activities for the start-up and pre-revenue phase of the project. The operations manager and maintenance manager were onboarded in September 2023. During the quarter, safety documents required by the California Public Utilities Commission were prepared. Other plans under review include the preventative maintenance schedule and warranty timeline for streetcar vehicles, employee rulebook, and other standard operating procedures. The Rail Activation Committee is actively engaged in preparation for the start-up and testing phase of the project. Smaller working groups are also meeting to draft the details and schedule of activities for rail activation. Negotiations are ongoing with the City of Santa Ana to identify roles and responsibilities for the operations and maintenance of the project.

**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, nearly \$122.6 million<sup>7,8</sup> in Project U funding has been provided under M2.

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

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

**Project:** Senior Mobility Program

**Status:** Ongoing

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

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



## TRANSIT

Since inception, nearly \$35.2 million<sup>8</sup> has been provided to support approximately 2.8 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, nearly \$678,000<sup>7,8</sup> was paid out to 31 of the 32 participating cities that are currently active.

**Project:** Senior Non-Emergency Medical Transportation Program

**Status:** Ongoing

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

**Summary:** This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, approximately \$37.6 million has been allocated to support nearly 1.5 million SNEMT boardings<sup>9</sup>. This quarter, more than \$717,000<sup>7</sup> in SNEMT funding was paid to the County of Orange.

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

**Project:** Fare Stabilization Program

**Status:** Ongoing

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

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

Nearly \$1.1 million<sup>10</sup> 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 more than 2.6 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$721,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$49.7 million has been allocated to support more than 144 million program-related boardings.

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



## TRANSIT

### PROJECT V

## COMMUNITY-BASED TRANSIT/CIRCULATORS

**Status:** Service Updates

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

**Summary:** This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 36 projects and ten planning studies totaling approximately \$53.8 million. Of the 36 projects<sup>11</sup>, 17 are currently active, 13 have been cancelled (primarily due to low ridership), two have not yet initiated service (projects are continuations of existing Project V grants with remaining funds), and four have been completed.

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

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

In April 2023, OCTA requested letters from local jurisdictions to identify interest and determine the timing for a future round of Project V funding. OCTA received 18 responses from eligible agencies. A summary of the interest from the cities was reported to the Board on August 14, 2023. At that meeting, the Board directed staff to develop and evaluate potential revisions to the Project V CTFP Guidelines in support of a 2024 call. These revisions and the request to authorize a fifth Project V call are anticipated to be presented to the Board in late 2023.

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



PROJECT W

## SAFE TRANSIT STOPS

**Status:** City-Initiated Improvements Underway or Completed

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

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

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

## ENVIRONMENTAL

### PROJECT X

## CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

**Project:** Environmental Cleanup Program

**Status:** 13th Tier 1 Call Recommendations Approved

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

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

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

A total of 222 projects, amounting to more than \$36.5 million, have been awarded by the Board since 2011. Of the 222 projects, construction on 184 projects have been completed, 25 are in various stages of implementation, and 13 have been cancelled by the awarded agency. This includes the August 14, 2023 Board approval of funding recommendations for ten projects totaling approximately \$3.4 million.

Staff estimates that nearly 60 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 138 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase.

In addition, there have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. Of the 22 projects, construction on 18 projects have been completed and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The next Tier 2 call is anticipated to be released in early 2024.

## ENVIRONMENTAL

### FREEWAY MITIGATION

**Segment:** Environmental Mitigation Program

**Status:** Biological Permits Issued and Conservation Plan in Place

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

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

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

The Board has approved the acquisition of seven properties (Preserves) totaling 1,300 acres and 12 restoration projects totaling 350 acres. The restoration project plans have been approved by the Wildlife Agencies and the implementation of these projects are currently at various stages. To date, seven restoration projects have been completed and have been approved by the Wildlife Agencies. This includes the Agua Chinon and Lower Silverado Canyon restoration projects, implemented and managed by the Irvine Ranch Conservancy, approved in September 2023. 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 2022 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made eight endowment deposits. As of September 30, 2023, the endowment balance was \$25,908,157, which is below the target of \$27,207,203 for FY 2023-24. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in December 2023. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis.



## ENVIRONMENTAL

Resource management plans (RMP) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. A consultant will be retained at the end of 2023 to begin revising the RMPs as necessary. All revisions will be shared with the EOC and will be posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

As required by the Conservation Plan, OCTA is developing fire management plans (FMP) for the Preserves. Each Preserve will have its own separate FMP. These FMPs will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. All seven of the FMPs have been drafted and are under final review by the applicable fire entities. This coordination has included in-depth coordination with the Orange County Fire Authority, Brea Fire Department, as well as the Laguna Beach Fire Department. The FMPs are anticipated to be completed in 2023. Once complete, they will be shared with the EOC, posted on OCTA's website, and incorporated into the RMPs.

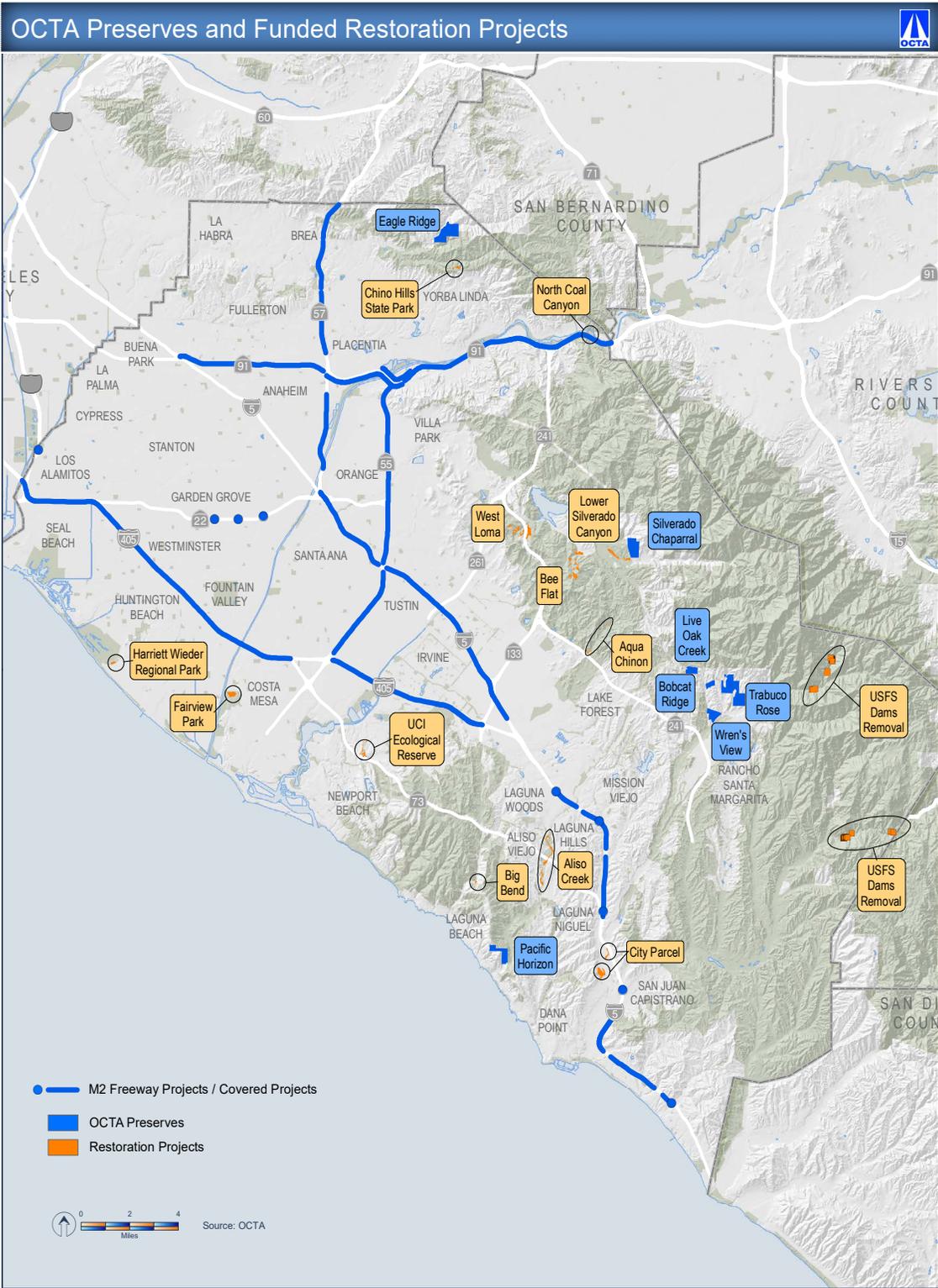
Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2022 were in compliance and on target with the Conservation Plan commitments. This report is anticipated to be shared with the Board as part of the biannual Environmental Mitigation Program update in December 2023. OCTA will continue with its efforts to complete the required objectives on time.

To date, multiple freeway projects have utilized the Conservation Plan and/or the Clean Water Act's streamlined permitting process. Some of the projects that benefit from these mechanisms include: Project B (I-5 from I-405 to SR-55), Project C (I-5 from SR-73 to El Toro Road), Project G (SR-57 NB from Orangewood Avenue to Katella Avenue), Project I (SR-91 from SR-55 to Lakeview Avenue), Project K (I-405 from SR-73 to I-605), and Project M (I-605, Katella Avenue Interchange). If these mechanisms were not in place, it is anticipated that these projects would incur an additional \$700,000 to \$2.5 million (in 2018 dollars) in mitigation-related costs and unknown schedule risks. Furthermore, a strong partnership has been forged through collaboration with the environmental community.

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. A docent-led equestrian ride was hosted by OCTA at the Trabuco Rose Preserve on September 30, 2023. The schedule for the remainder of 2023 is available at [www.PreservingOurLegacy.org](http://www.PreservingOurLegacy.org).

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

# ENVIRONMENTAL





## PROGRAM MANAGEMENT

### PROGRAM MANAGEMENT OFFICE

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

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

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#### Market Conditions Forecast and Risk Analysis

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

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

During the quarter, the consultant team completed the update to the forecasting model and shared with staff the results. The analysis identified that OCTA may experience a gradual decline of inflationary pressures beginning in 2024 (ranging from two percent to six percent) and dropping to a range of one percent to two percent in 2025 and 2026. This is driven by a decline in building permits, a slight increase in California unemployment rates, and moderating construction wages. While Portland Cement Concrete structure prices have increased significantly, all other material prices have decline on an annualized basis. The updated market conditions forecast is anticipated to be presented to the Board on October 9, 2023, and information from this analysis will be incorporated into the M2 cash flow for the 2023 update of the Next 10 Plan.

#### Next 10 Delivery Plan

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

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 14, 2022, the Board approved the 2022 Next 10 Plan, which spans FY 2022-23 to FY 2031-32. The 2023 review of the Next 10 Plan is underway



## PROGRAM MANAGEMENT

and will incorporate an updated sales tax revenue forecast of \$14.8 billion (supplemented with external revenue – Federal, State, and local dollars) and insight from an updated construction market forecast planned to be presented to the Board in October 2023. The 2023 updated Next 10 Plan is anticipated to be presented to the Board in November 2023.

### M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA’s efficiency and effectiveness in the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. The consultant team presented the final report to the Executive Committee on April 4, 2022, and the Board on April 25, 2022. 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: planning for the long-term management of the Preserves, two regarding cybersecurity practices, and suggestions to better assess OC Go awareness. Staff implemented all four recommendations and provided a final report to the Board on July 10, 2023. There are no outstanding action items. Procurement efforts for the next performance assessment will begin in early 2024.

### M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. The tracking matrix update for 2022 was finalized and shared with the Taxpayer Oversight Committee (TOC) on June 13, 2023. This document is for PMO tracking purposes, but is also helpful to TOC members during their annual compliance finding. The tracking matrix update for 2023 is anticipated to begin next quarter.

### 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 update of the city fact sheets through June 2023 was completed and uploaded on the OCTA website. The update incorporated the 2022 ECP Tier 1 projects approved by the Board on November 11, 2022, the 2023 RCP and RTSSP projects approved by the Board on April 10, 2023, the March 2023 semi-annual review of CTFP projects approved by the Board on June 12, 2023, and programming updates.

## PROGRAM MANAGEMENT

### Engineer's Estimate versus Bids Tracking

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

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

### **M2 Administrative Safeguards**

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

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 (\$15 billion or 38 percent lower as of September 30, 2023) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately \$5.2 million from OCUTT to date. At the end of June 30, 2021, the total borrowings to date from OCUTT along with accrued interest were 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.



## PROGRAM MANAGEMENT

### Taxpayer Oversight Committee

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

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

For FY 2021-22, the TOC held the required annual public hearing at its meeting on June 13, 2023. On July 11, 2023, the TOC convened a special meeting and approved to submit a request to the OCTA Board to perform a limited M2 compliance audit to the current external auditor scope of work for FY 2022-23, and approved changes to the Audit Subcommittee Charter, contingent upon receiving approval from the Board to perform the limited M2 compliance audit for FY 2022-23. Following the meeting, the TOC Chair requested to include an annual compliance audit to be performed in addition to the financial statement audit of the Orange County Local Transportation Authority (OCLTA) fund and agreed-upon procedures applied by the independent auditors to determine compliance with the annual OCLTA appropriations limit, the accuracy of the year-end M2 revenue and expenditure Report, and selected jurisdictions' compliance with LFS, SMP, and SNEMT funds.

On September 12, 2023, the TOC approved to submit a request to the OCTA Board to perform a limited M2 compliance audit for FY 2022-23 and a full M2 compliance audit for FY 2023-24 and annually thereafter. The committee also received a presentation on the M2 Quarterly Progress Report for the fourth quarter of FY 2022-23 and an update on the I-405 Improvement Project.

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



## PROGRAM MANAGEMENT

Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and Expenditure Reports. The next meeting of the AER Subcommittee is anticipated to be held in October 2023. 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 Avenu Insights & Analytics (formerly MuniServices, LLC) forecast for the first five years and the three-university average for the remaining years.

Avenu Insights & Analytics provided their sales tax forecasts to the F&A Committee on May 10, 2023, followed by the sales tax forecast from University of California Los Angeles on June 14, 2023, and Chapman University on June 28, 2023. During the quarter, California State University, Fullerton provided their sales tax forecasts to the F&A Committee on August 23, 2023.

Revenue forecast information is updated quarterly based on the actual revenues received for the previous quarter. As required by law, OCTA pays the California Department of Tax and Fee Administration a fee to collect the sales tax. The M2 Ordinance estimated this fee to be 1.5 percent of the revenues collected over the life of the program.

### Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. The 2022 sales tax forecast assumes total nominal sales tax collections over the life of M2 to be \$15 billion, which represents a year-over-year increase of \$1.8 billion in forecasted sales tax when compared to last year's forecast.

The increase provides a positive outlook on the M2 Program. While the economy continues to improve, there are other variables that must be continuously monitored including COVID-19 variants, gas prices, inflation, interest rates, supply chains, a potential recession, and the impacts from the Ukraine war. Staff will continue to monitor the short- and long-term impacts of these variables on M2 sales tax revenues.

## PROGRAM MANAGEMENT

As a reference, the proposed budgeted growth rate is 2.6 percent for FY 2023-24. OCTA received final sales tax receipts for FY 2022-23 in August 2023. The next updated forecast is anticipated to be presented to the Board in October 2023.

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2023 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Sept 30, 2023	Year to Date Sept 30, 2023 (A)	Period from Inception to Sept 30, 2023 (B)
<b>Revenues:</b>			
Sales taxes	\$ 110,615	\$ 110,615	\$ 4,051,673
Other agencies' share of Measure M2 costs:			
Project related	4,205	4,205	842,291
Non-project related	-	-	454
Interest:			
Operating:			
Project related	64	64	5,161
Non-project related	5,411	5,411	88,727
Bond proceeds	724	724	95,970
Debt service	248	248	2,006
Commercial paper	-	-	393
Capital grants	-	-	-
Right-of-way leases			
Project related	18	18	1,683
Non-project related	-	-	17
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Non-project related	-	-	-
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
<b>Total revenues</b>	<b>121,285</b>	<b>121,285</b>	<b>5,104,334</b>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	882	882	39,781
Professional services:			
Project related	1,018	1,018	539,859
Non-project related	2	2	37,932
Administration costs:			
Project related	2,991	2,991	120,205
Non-project related:			
Salaries and Benefits	1,106	1,106	41,456
Other	1,714	1,714	69,168
Other:			
Project related	6	6	6,314
Non-project related	41	41	5,415
Payments to local agencies:			
Project related	14,485	14,485	1,342,699
Non-project related	-	-	-
Capital outlay:			
Project related	3,672	3,672	2,245,563
Non-project related	(100)	(100)	31
Debt service:			
Principal payments on long-term debt	-	-	95,485
Interest on long-term debt and commercial paper	16,976	16,976	336,552
<b>Total expenditures</b>	<b>42,793</b>	<b>42,793</b>	<b>4,880,460</b>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<b>78,492</b>	<b>78,492</b>	<b>223,874</b>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(1,586)	(1,586)	(498,998)
Transfers in:			
Project related	191	191	348,874
Non-project related	-	-	453
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
<b>Total other financing sources (uses)</b>	<b>(1,395)</b>	<b>(1,395)</b>	<b>609,892</b>
<b>Excess (deficiency) of revenues over (under) expenditures and other sources (uses)</b>	<b>\$ 77,097</b>	<b>\$ 77,097</b>	<b>\$ 833,766</b>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2023 (Unaudited) Schedule 2

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2023 (actual)	Year to Date Sept 30, 2023 (actual) (C.1)	Period from Inception through Sept 30, 2023 (actual) (D.1)	Period from October 1, 2023 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 110,615	\$ 110,615	\$ 4,051,673	\$ 10,710,815	\$ 14,762,488
Operating interest	5,411	5,411	88,727	562,199	650,926
Subtotal	<u>116,026</u>	<u>116,026</u>	<u>4,140,400</u>	<u>11,273,014</u>	<u>15,413,414</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	<u>116,026</u>	<u>116,026</u>	<u>4,140,983</u>	<u>11,273,014</u>	<u>15,413,997</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	882	882	39,781	88,059	127,840
Professional services	2	2	34,157	92,836	126,993
<b>Administration costs:</b>					
Salaries and Benefits	1,106	1,106	41,456	109,373	150,829
Other	1,714	1,714	69,168	183,323	252,491
Other	41	41	2,395	6,392	8,787
Capital outlay	(100)	(100)	31	-	31
Environmental cleanup	81	81	49,387	214,182	263,569
Total expenditures	<u>3,726</u>	<u>3,726</u>	<u>236,375</u>	<u>694,165</u>	<u>930,540</u>
Net revenues	<u>\$ 112,300</u>	<u>\$ 112,300</u>	<u>\$ 3,904,608</u>	<u>\$ 10,578,849</u>	<u>\$ 14,483,457</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
<b>Bond revenues:</b>					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ -	\$ 804,625
Interest revenue from bond proceeds	724	724	95,970	62,145	158,115
Interest revenue from debt service funds	248	248	2,006	4,928	6,934
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>972</u>	<u>972</u>	<u>902,994</u>	<u>67,073</u>	<u>970,067</u>
<b>Financing expenditures and uses:</b>					
Professional services	-	-	3,775	-	3,775
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	-	-	95,485	585,005	680,490
Bond debt and other interest expense	16,976	16,976	336,552	357,615	694,167
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>16,976</u>	<u>16,976</u>	<u>483,894</u>	<u>942,620</u>	<u>1,426,514</u>
Net bond revenues (debt service)	<u>\$ (16,004)</u>	<u>\$ (16,004)</u>	<u>\$ 419,100</u>	<u>\$ (875,547)</u>	<u>\$ (456,447)</u>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of September 30, 2023 (Unaudited) Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Sept 30, 2023 (actual)	Expenditures Inception to Sept 30, 2023 (actual)	Reimbursements Inception to Sept 30, 2023 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Sept 30, 2023 (actual)
	(G)	(H)	(I)	(J)	(K)	(L)
	(\$ in thousands)					
<b>Freeways (43% of Net Revenues)</b>						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 570,867	\$ 153,901	\$ 10,909	\$ 8,786	\$ 2,123
B	I-5 Santa Ana/SR-55 to El Toro	364,626	98,300	30,731	19,114	11,617
C	I-5 San Diego/South of El Toro	761,561	205,310	361,766	52,953	308,813
D	I-5 Santa Ana/San Diego Interchange Upgrades	313,370	84,482	2,976	527	2,449
E	SR-22 Garden Grove Freeway Access Improvements	145,753	39,294	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	444,548	119,846	107,527	46,128	61,399
G	SR-57 Orange Freeway Improvements	314,220	84,711	54,802	13,714	41,088
H	SR-91 Improvements from I-5 to SR-57	170,046	45,843	34,959	824	34,135
I	SR-91 Improvements from SR-57 to SR-55	505,886	136,382	56,275	54,481	1,794
J	SR-91 Improvements from SR-55 to County Line	427,786	115,327	18,410	16,943	1,467
K	I-405 Improvements between I-605 to SR-55	1,303,035	351,286	1,473,986	294,988	1,178,998
L	I-405 Improvements between SR-55 to I-5	388,311	104,685	9,243	6,954	2,289
M	I-605 Freeway Access Improvements	24,292	6,549	6,408	16	6,392
N	All Freeway Service Patrol	182,192	49,117	6,398	-	6,398
	Freeway Mitigation	311,394	83,949	60,796	6,007	54,789
	Subtotal Projects	6,227,887	1,678,982	2,235,191	521,435	1,713,756
	Net (Bond Revenue)/Debt Service	-	-	168,154	-	168,154
	<b>Total Freeways</b>	<b>\$ 6,227,887</b>	<b>\$ 1,678,982</b>	<b>\$ 2,403,345</b>	<b>\$ 521,435</b>	<b>\$ 1,881,910</b>
	%					50.4%
<b>Street and Roads Projects (32% of Net Revenues)</b>						
O	Regional Capacity Program	\$ 1,448,364	\$ 390,466	\$ 809,616	\$ 507,884	\$ 301,732
P	Regional Traffic Signal Synchronization Program	579,320	156,180	108,963	20,438	88,525
Q	Local Fair Share Program	2,607,022	702,829	677,827	77	677,750
	Subtotal Projects	4,634,706	1,249,475	1,596,406	528,399	1,068,007
	Net (Bond Revenue)/Debt Service	-	-	49,269	-	49,269
	<b>Total Street and Roads Projects</b>	<b>\$ 4,634,706</b>	<b>\$ 1,249,475</b>	<b>\$ 1,645,675</b>	<b>\$ 528,399</b>	<b>\$ 1,117,276</b>
	%					29.9%



## LOCAL FAIR SHARE

M2 Funds		
ENTITY	1ST QUARTER FY 2023-24	FUNDS TO DATE
ALISO VIEJO	\$157,630	\$8,367,426
ANAHEIM	\$1,348,961	\$70,267,127
BREA	\$229,169	\$12,017,920
BUENA PARK	\$355,194	\$18,721,622
COSTA MESA	\$585,671	\$30,760,805
CYPRESS	\$0*	\$10,645,613
DANA POINT	\$136,259	\$7,056,053
FOUNTAIN VALLEY	\$248,350	\$13,055,312
FULLERTON	\$529,658	\$27,509,033
GARDEN GROVE	\$593,024	\$31,379,075
HUNTINGTON BEACH	\$768,906	\$41,067,388
IRVINE	\$1,215,314	\$58,694,234
LAGUNA BEACH	\$100,671	\$5,325,215
LAGUNA HILLS	\$131,821	\$7,138,318
LAGUNA NIGUEL	\$263,064	\$14,003,890
LAGUNA WOODS	\$52,743	\$2,691,905
LA HABRA	\$211,827	\$11,176,789
LAKE FOREST	\$327,532	\$16,878,007
LA PALMA	\$54,935	\$3,294,747
LOS ALAMITOS	\$51,693	\$2,730,634



**LOCAL FAIR SHARE**

<b>M2 Funds</b>		
<b>ENTITY</b>	<b>1ST QUARTER FY 2023-24</b>	<b>FUNDS TO DATE</b>
MISSION VIEJO	\$353,411	\$19,489,119
NEWPORT BEACH	\$430,478	\$23,121,432
ORANGE	\$670,779	\$34,905,320
PLACENTIA	\$190,438	\$9,772,397
RANCHO SANTA MARGARITA	\$165,086	\$8,911,049
SAN CLEMENTE	\$227,025	\$11,973,067
SAN JUAN CAPISTRANO	\$152,305	\$8,034,251
SANTA ANA	\$1,035,870	\$58,253,452
SEAL BEACH	\$93,750	\$5,184,827
STANTON	\$118,849	\$6,306,757
TUSTIN	\$367,962	\$19,042,515
VILLA PARK	\$20,906	\$1,099,809
WESTMINSTER	\$326,334	\$17,916,045
YORBA LINDA	\$240,438	\$12,736,438
COUNTY UNINCORPORATED	\$953,372	\$43,367,184
<b>TOTAL M2 FUNDS</b>	<b>\$12,709,423</b>	<b>\$672,894,775</b>

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

<b>ENTITY</b>	<b>1ST QUARTER FY 2023-24</b>	<b>FUNDS TO DATE</b>
CYPRESS	\$201,071	\$395,874

# CAPITAL ACTION PLAN

Grey = Milestone achieved

Green = Forecast milestone meets or exceeds plan

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

Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

**Bold = Forecasted/Actual**

Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
<b>Freeway Projects:</b>					
I-5, SR-55 to SR-57	\$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	\$38.9	<b>Apr-15</b>	<b>Jun-17</b>	<b>Nov-18</b>	<b>Jan-21</b>
I-5, I-405 to Yale Avenue	\$230.5	Aug-18	May-24	Feb-26	Sep-29
Project B	\$230.5	<b>Jan-20</b>	Red: Sep-24	Green: Feb-26	Green: Sep-29
I-5, Yale Avenue to SR-55	\$200.4	Aug-18	Feb-25	Mar-26	Sep-29
Project B	<b>Cost/Schedule Risk</b> \$200.4	<b>Jan-20</b>	Green: Jul-24	Green: Mar-26	Green: Sep-29
I-5, Avenida Pico to Vista Hermosa	\$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C	\$83.6	<b>Oct-11</b>	<b>Oct-13</b>	<b>Dec-14</b>	<b>Aug-18</b>
I-5, Avenida Vista Hermosa to Pacific Coast Highway	\$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	\$75.3	<b>Oct-11</b>	<b>May-13</b>	<b>Jun-14</b>	<b>Jul-17</b>
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	\$74.3	<b>Oct-11</b>	<b>Jan-13</b>	<b>Dec-13</b>	<b>Jul-18</b>
I-5, SR-73 to Oso Parkway	\$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	\$229.4	<b>May-14</b>	<b>Aug-18</b>	<b>Dec-19</b>	Green: Nov-24
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$228.3	<b>May-14</b>	<b>Dec-17</b>	<b>Mar-19</b>	Red: Sep-24
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$203.5	<b>May-14</b>	<b>May-19</b>	<b>Sep-20</b>	Yellow: Nov-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	Dec-24	Sep-25	Mar-27
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	<b>Cost/Schedule Risk</b> TBD	Green: Apr-26	TBD	TBD	TBD

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

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 Westbound (WB), I-5 to SR-57	\$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	\$59.2	<b>Jun-10</b>	<b>Apr-12</b>	<b>Jan-13</b>	<b>Jun-16</b>
SR-91 Westbound (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	<b>Aug-16</b>	<b>Mar-17</b>	<b>Nov-17</b>
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Oct-18	Jan-23	Feb-24	Sep-27
Project I	\$126.3	<b>Jun-20</b>	<b>Mar-23</b>	Jul-24	Mar-28
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	\$208.4	<b>Jun-20</b>	Dec-24	Jan-26	Jan-30
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Oct-18	Apr-24	Apr-25	Sep-28
Project I	\$116.2	<b>Jun-20</b>	Aug-24	Dec-25	Jun-29
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	\$42.5	<b>May-11</b>	<b>Feb-13</b>	<b>Oct-13</b>	<b>Jul-16</b>
SR-91, SR-55 to SR-241	\$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	\$79.7	<b>Apr-09</b>	<b>Aug-10</b>	<b>May-11</b>	<b>Mar-13</b>
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	<b>Feb-13</b>	<b>Oct-13</b>	<b>Feb-15</b>
SR-91 Eastbound, SR-241 to SR-71	\$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	\$57.8	<b>Dec-07</b>	<b>Dec-08</b>	<b>Aug-09</b>	<b>Jan-11</b>
I-405, SR-73 to I-605 (Design-Build)	\$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,160.0	<b>May-15</b>	<b>Nov-15</b>	<b>Nov-16</b>	<b>Feb-24</b>
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	<b>Aug-18</b>	TBD	TBD	TBD

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Capital Projects	Cost	Schedule			
	Baseline/Forecast	Plan/Forecast			
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-605, I-605/Katella Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$29.0	<b>Oct-18</b>	<b>Jan-23</b>	Nov-24	Jul-26
<b>Grade Separation Projects:</b>					
Raymond Avenue Railroad Grade Separation	\$77.2	Nov-09	Aug-12	May-13	Aug-18
Project O	\$126.2	<b>Nov-09</b>	<b>Dec-12</b>	<b>Feb-14</b>	<b>May-18</b>
State College Boulevard Railroad Grade Separation (Fullerton)	\$73.6	Jan-11	Aug-12	May-13	May-18
Project O	\$99.6	<b>Apr-11</b>	<b>Feb-13</b>	<b>Feb-14</b>	<b>Mar-18</b>
Placentia Avenue Railroad Grade Separation	\$78.2	May-01	Mar-10	Jun-11	Nov-14
Project O	\$64.5	<b>May-01</b>	<b>Jun-10</b>	<b>Jul-11</b>	<b>Dec-14</b>
Kraemer Boulevard Railroad Grade Separation	\$70.4	Sep-09	Jul-10	Aug-11	Oct-14
Project O	\$63.8	<b>Sep-09</b>	<b>Jul-10</b>	<b>Sep-11</b>	<b>Dec-14</b>
Orangethorpe Avenue Railroad Grade Separation	\$117.4	Sep-09	Dec-11	May-12	Sep-16
Project O	\$105.9	<b>Sep-09</b>	<b>Oct-11</b>	<b>Jan-13</b>	<b>Oct-16</b>
Tustin Avenue/Rose Drive Railroad Grade Separation	\$103.0	Sep-09	Dec-11	Aug-12	May-16
Project O	\$96.6	<b>Sep-09</b>	<b>Jul-11</b>	<b>Feb-13</b>	<b>Oct-16</b>
Lakeview Avenue Railroad Grade Separation	\$70.2	Sep-09	Oct-11	May-13	Mar-17
Project O	\$110.7	<b>Sep-09</b>	<b>Jan-13</b>	<b>Nov-13</b>	<b>Jun-17</b>
<b>Rail and Station Projects:</b>					
Sand Canyon Avenue Railroad Grade Separation	\$55.6	Sep-03	Jul-10	Feb-11	May-14
Project R	\$61.9	<b>Sep-03</b>	<b>Jul-10</b>	<b>Feb-11</b>	<b>Jan-16</b>
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	<b>Oct-08</b>	<b>Sep-08</b>	<b>Aug-09</b>	<b>Dec-11</b>

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

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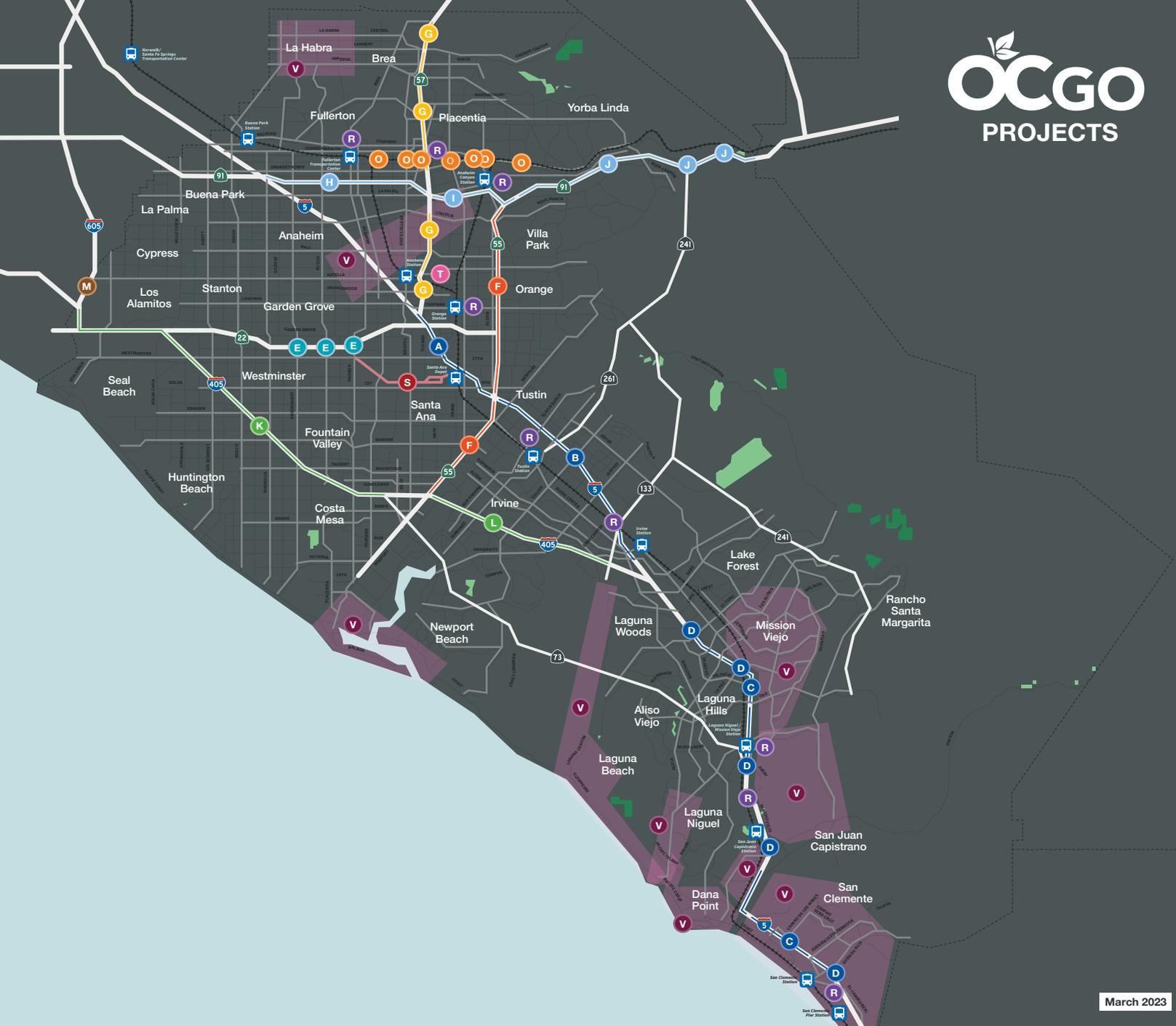
## COMMON ABBREVIATIONS

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



## COMMON ABBREVIATIONS

Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Operation and Maintenance	O&M
Orange County Flood Control District	OCFCD
Orange County Transportation Authority	OCTA
Orange County Unified Transportation Trust	OCUTT
Ordinance No. 3	M2 Ordinance
Pacific Coast Highway	PCH
Plans, Specifications, and Estimates	PS&E
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Southern California Edison	SCE
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 133	SR-133
State Route 241	SR-241
State Transportation Improvement Program	STIP
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
Technical Advisory Committee	TAC
Technical Steering Committee	TSC
To Be Determined	TBD
Transportation Investment Plan	Plan
United States Army Corps of Engineers	Corps



March 2023

## Freeway Improvement Program

### Interstate 5 (I-5) Projects

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

### State Route 22 (SR-22) Projects

- E** Access Improvements

### State Route 55 (SR-55) Projects

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

### State Route 57 (SR-57) Projects

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

### State Route 91 (SR-91) Projects

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

### Interstate 405 (I-405) Projects

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

### Interstate 605 (I-605) Projects

- M** Katella Avenue Interchange Improvements

### Freeway Mitigation Program

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

## Streets & Roads

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

## Transit Projects

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

## Other Projects Not Shown

- Project N:**
  - Freeway Service Patrol
- Project O:**
  - Regional Capacity Program
- Project Q:**
  - Local Fair Share Program
- Project R:**
  - Grade Crossing & Trail Safety Enhancements
  - Metrolink Service Expansion Program
- Project U:**
  - Senior Mobility Program
  - Senior Non-Emergency Medical Transportation Program
  - Fare Stabilization Program
- Project W:**
  - Safe Transit Stops
- Project X:**
  - Environmental Cleanup Program

## Rail

- Metrolink Rail Line
- Metrolink Station