



OCTA



*Local Tax Dollars at Work*

# MEASURE M2 QUARTERLY PROGRESS REPORT

Second Quarter of Fiscal Year 2024 – 25  
October 1, 2024 through December 31, 2024

Second 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 (M2) Transportation Investment Plan (Plan), a one-half cent sales tax for transportation improvements. Voters originally endorsed Measure M (M1) in 1990 with a sunset in 2011. The renewal of Measure M continues the investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from October 1, 2024, through December 31, 2024, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

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



The cover photo shows the opening of the La Paz Road Interchange. The interchange was reconstructed as part of the Interstate 5 (I-5), Oso Parkway to Alicia Parkway project, which was completed in December 2024.



## MEASURE M2 PROGRESS REPORT

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## MEASURE M2 PROJECT SCHEDULES



Conceptual



Environmental



Design, Advertise, & Award



Design-Build

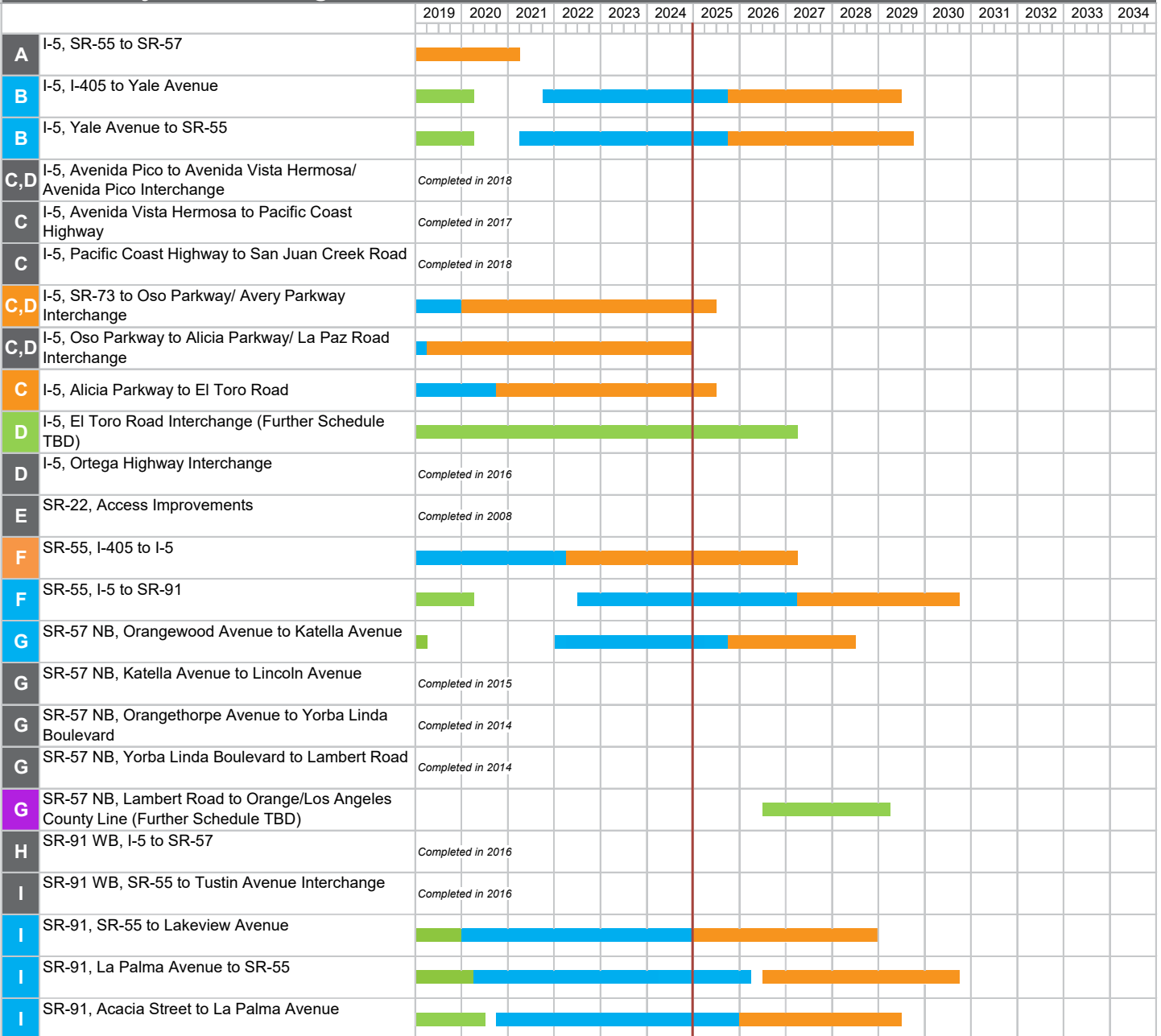


Construction



Complete

### OC Go Projects and Programs



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

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
J	SR-91, SR-55 to SR-241 <i>Completed in 2013</i>															
J	SR-91 EB, SR-241 to SR-71 <i>Completed in 2011</i>															
J	SR-91, SR-241 to Orange/Riverside County Line (Led by RCTC) 															
K	I-405, SR-73 to I-605 															
L	I-405, I-5 to SR-55 (Further Schedule TBD) <i>Environmental Completed in 2018</i>															
M	I-605, Katella Avenue Interchange 															
O	Kraemer Boulevard Grade Separation (Placentia) <i>Completed in 2014</i>															
O	Lakeview Avenue Grade Separation (Anaheim/Placentia) <i>Completed in 2017</i>															
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia) <i>Completed in 2016</i>															
O	Placentia Avenue Grade Separation (Placentia) <i>Completed in 2014</i>															
O	Raymond Avenue Grade Separation (Fullerton) <sup>1</sup> <i>Completed in 2018</i>															
O	State College Boulevard Grade Separation (Fullerton) <sup>1</sup> <i>Completed in 2018</i>															
O	Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia) <i>Completed in 2016</i>															
R	Sand Canyon Grade Separation (Irvine) <i>Completed in 2016</i>															
R	Rail-Highway Grade Crossing Safety Enhancement <i>Completed in 2011</i>															
R	San Clemente Beach Trail Safety Enhancements <i>Completed in 2014</i>															
R	Anaheim Canyon Metrolink Station Improvements 															
R	Fullerton Transportation Center Improvements 															
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps <i>Completed in 2017</i>															
R	Orange Transportation Center Metrolink Parking Structure 															
R	Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD) <i>Design, Advertise, &amp; Award Completed in 2017</i>															
R	San Clemente Pier Station Lighting <i>Completed in 2017</i>															
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project 															
R	Tustin Metrolink Station Parking Structure <i>Completed in 2011</i>															
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC) <sup>1</sup> <i>Completed in 2014</i>															
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 ▼

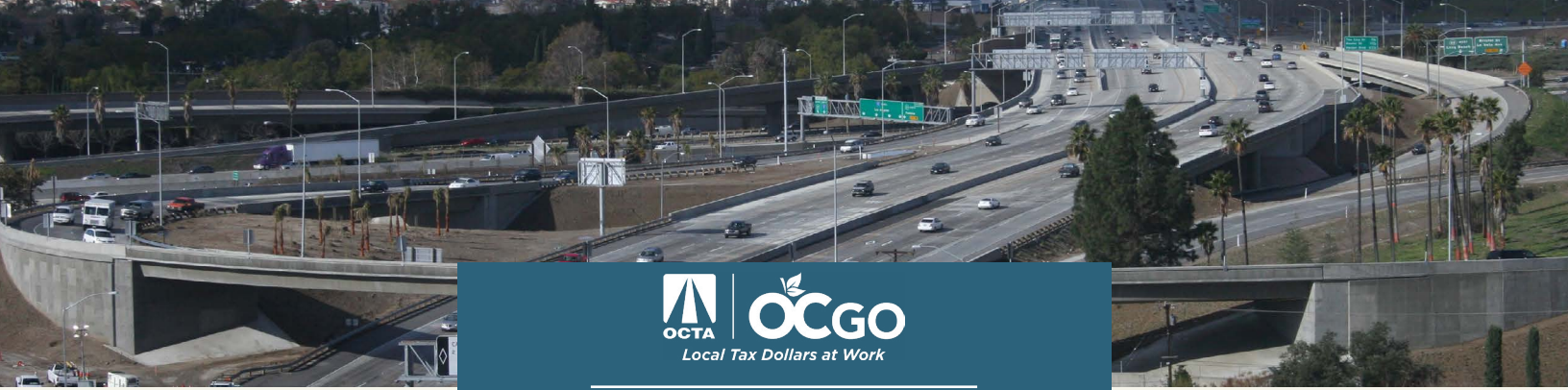
This section discusses the risks and challenges related to Measure M2 and the updated Next 10 Delivery Plan (Next 10 Plan) that the M2 Program Management Office (PMO) is monitoring with associated explanations and proposed actions.

Delivery Risk	Explanation	Proposed Action
<b>Financial</b>		
1	Sales tax revenues are driven by economic conditions. The 2024 M2 revenue forecast is \$14 billion, which is a \$800 million (-5.4 percent) year-over-year decrease from the 2023 forecast.	While the 2024 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 17 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.
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 fall 2024 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates a tempering of inflationary pressures in 2025, 2026, and 2027, and a softening macroeconomy. This is due to a decline in building permits and an increase in California unemployment rates. Additionally, construction material and labor costs have increased.



## MEASURE M2 PROGRESS REPORT

Delivery Risk			
4	Explanation	Proposed Action	
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
5	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	The coronavirus (COVID-19) altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	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			
6	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The fall 2024 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.	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.
7	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.



## MEASURE M2 PROGRESS REPORT

Delivery Risk	Explanation	Proposed Action
<b>Climate</b>		
<p>8 Climate-related hazards could affect M2 investments.</p>	<p>OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and resoration projects that have not been completed and approved by the Wildlife Agencies. In addition, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in the south Orange County.</p>	<p>OCTA has developed Fire Management Plans (FMP) for the seven properties purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-term solutions to address rail infrastructure protection in south Orange County.</p>
<b>Regulatory</b>		
<p>9 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>





## MEASURE M2 PROGRESS REPORT

### NEXT 10 DELIVERY PLAN

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

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

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

#### **Next 10 Plan Deliverables**

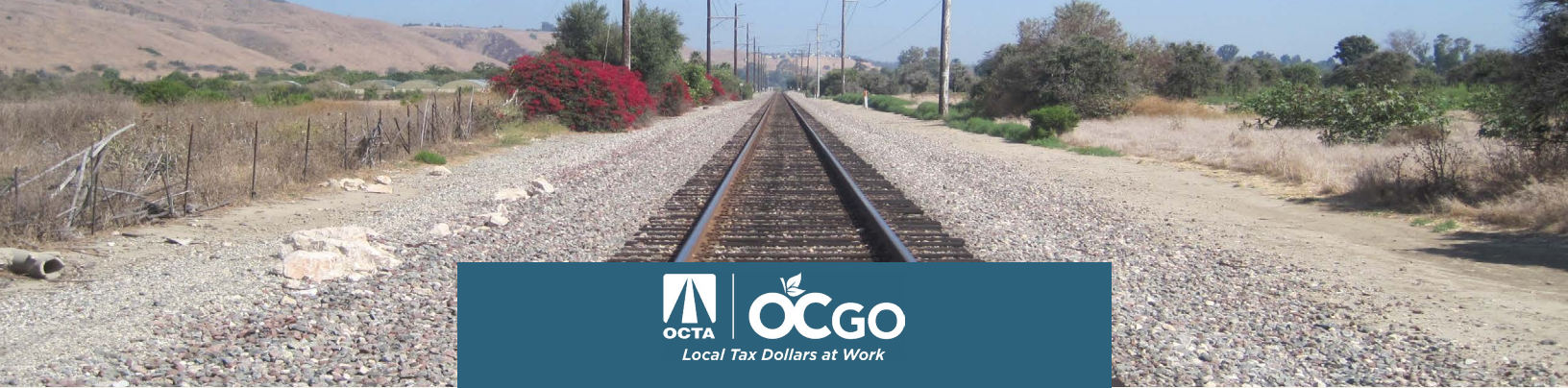
Significant progress continues with projects in and advancing towards construction, as well as regular funding allocations to local jurisdictions through local programs.

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

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

#### Upcoming activities:

- SR-91, SR-55 to Lakeview Avenue – Award Construction Contract
- I-605, Katella Avenue Interchange – Award Construction Contract
- I-5, SR-73 to Oso Parkway – Complete Construction
- I-5, Alicia Parkway to El Toro Road – Complete Construction
- I-5, I-405 to Yale Avenue – Advertise for Construction
- I-5, Yale Avenue to SR-55 – Advertise for Construction
- SR-57 Northbound, Orangewood Avenue to Katella Avenue – Advertise for Construction



## MEASURE M2 PROGRESS REPORT

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

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

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

As of December 2024, OCTA has awarded more than \$556.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) annual calls. Additionally, approximately \$759.8 million<sup>1,2</sup> in Local Fair Share (LFS) (Project Q) funds have been distributed to local jurisdictions.

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

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

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

#### Upcoming activities:

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

### 4. Maintain Metrolink service (Project R).

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



## MEASURE M2 PROGRESS REPORT

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

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

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

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. During the quarter, the contractor continued installation of wires on overhead contact system (OCS) poles in the Pacific Electric Right-of-Way (ROW), street repairs at various locations, and continued platform and electrical systems work at several stations. For more details, see the project updates on [page 32](#).

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$139 million<sup>3,4</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



## MEASURE M2 PROGRESS REPORT

transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see the program updates on [page 34](#).

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

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

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

Since inception, OCTA has approved 49 projects and ten planning studies totaling over \$96.8 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. Staff continues to work with local jurisdictions through letters of interest requests, workshops, CTFP Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on [page 35](#).

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

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



## MEASURE M2 PROGRESS REPORT

To protect the Preserves in perpetuity, a non-wasting endowment was established. In July 2024, OCTA made its ninth annual deposit of approximately \$2.9 million. The latest balance of the endowment through December 31, 2024, was \$32,674,489. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 38](#).

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded more than \$40.2 million in funding for 233 Tier 1 projects through 14 calls and approximately \$34.9 million for 26 Tier 2 projects through three calls. The next Tier 1 call is anticipated for early 2025. For more details, see the program updates on [page 37](#).

### Upcoming activities:

- Project X Tier 1 – Release of the 15th call

## FREWAYS

### PROJECT A

### INTERSTATE 5 (I-5) PROJECTS

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

**Status:** PROJECT COMPLETE

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

**Summary:** This project added a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions along I-5 between SR-55 and SR-57 in the City of Santa Ana. The final Environmental Document (ED) and Project Report (PR) were approved on April 27, 2015. Construction began on December 27, 2019, and the improvements opened to traffic on August 24, 2020. The 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 – 90 Percent Complete

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

**Summary:** This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design team submitted an initial 100 percent design package, which includes features from the California Department of Transportation (Caltrans) multi-asset project, to Caltrans for review, and continued coordination with various agencies on I-5 bridge improvements over the railroad in the City of Irvine. In addition, the design team continued to coordinate with regulatory agencies on construction permit applications, Orange County Flood Control District (OCFCD), and with the various stakeholders on locations of soundwalls, overhead signage, drainage, storm water quality features, staging, and landscaping.

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

**Status:** Design Phase Underway – 99 Percent Complete

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

**Summary:** This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design team submitted the 100 percent design package, which combined the Caltrans multi-asset and



## FREEWAYS

M2 projects, to Caltrans for final review. In addition, the design consultant continued to coordinate with Caltrans and various regulatory agencies on construction permit applications and continued to coordinate with the OCFCD and Orange County Parks. This quarter all ROW offers were sent out to property owners along the project corridor. ROW coordination between Caltrans and OCFCD is ongoing.

PROJECT C AND  
PART OF PROJECT D

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

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

**Status: PROJECT COMPLETE**

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

**Summary:** This project added a carpool lane (approximately 0.7 miles) in both directions of I-5 between Avenida Pico and Avenida Vista Hermosa in the City of San Clemente, included major improvements through reconstruction of the Avenida Pico Interchange (part of Project D), and added bicycle lanes in both directions on Avenida Pico. Construction began on December 22, 2014, 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:** Jeff Mills, Capital Projects • (714) 560-5925

**Summary:** This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between Avenida Vista Hermosa and Pacific Coast Highway (PCH) in the City of San Clemente and reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella. Construction began on July 3, 2014, 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:** Jeff Mills, Capital Projects • (714) 560-5925

**Summary:** This project added a carpool lane (approximately 2.5 miles) in both directions of I-5 between PCH and San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano and reconstructed the on- and off-ramps at PCH/Camino Las Ramblas. Construction began on December 20, 2013, 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 – 98 Percent Complete

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

**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. Construction began on January 15, 2020. This quarter, the contractor completed construction of the northbound Crown Valley Parkway on-ramps, continued work on the I-5 freeway median, and continued to construct drainage, electrical, and irrigation systems throughout the project limits.

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

**Status:** PROJECT COMPLETE

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

**Summary:** This project added a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstructed the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. Construction began on April 4, 2019. This quarter, all construction work was completed and the project received Caltrans' construction contract acceptance on December 19, 2024. Administrative work to close out the construction contract is underway and as-built drawings are being submitted for final completion.



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

**Status:** Construction Underway – 93 Percent Complete

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

**Summary:** This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. Construction began on October 13, 2020. This quarter, the contractor completed roadway work on Avenida De La Carlota, continued reconstruction of the roadway on- and off-ramps, and continued to replace pavement and the median barrier on the I-5 freeway. In addition, median electrical, drainage and signage work is ongoing.





# FREEWAYS

## PROJECT D

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

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

**Status:** PROJECT COMPLETE

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



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

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

**Status:** Environmental Phase Two Underway – 50 Percent Complete

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

**Summary:** Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. 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, OCTA and Caltrans continued coordination with the cities of Laguna Hills, Laguna Woods, and Lake Forest on the proposed alternatives, traffic analysis, and environmental phase studies. Caltrans also continued work on the final Traffic Operations Analysis Report.



## FREWAYS

### PROJECT E

### STATE ROUTE 22 (SR-22) PROJECTS

**Segment:** SR-22 Access Improvements

**Status:** PROJECT COMPLETE

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

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



### PROJECT F

### STATE ROUTE 55 (SR-55) PROJECTS

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

**Status:** Construction Underway – 39 Percent Complete

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

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

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

**Status:** Design Phase Underway – 80 Percent Complete

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

**Summary:** This project includes the addition of a general purpose lane (approximately two miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The design of this project was initiated on August 8, 2022. This quarter, the design team addressed and resolved comments on the 95 percent design submittal. The team also identified additional ROW needs and solutions to minimize schedule impacts.



# FREWAYS

## PROJECT G

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

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

**Status:** Design Phase Underway – 99 Percent Complete

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

**Summary:** This project will add a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the consultant continued coordination with various public agencies regarding submittals for construction permits, and continued coordination with the cities of Anaheim and Orange on various project related items.

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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** PROJECT COMPLETE

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

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





## FREEWAYS

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

**Status:** PROJECT COMPLETE

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

**Summary:** This project improved capacity, operations, and traffic flow on SR-57 with the addition of a new northbound general purpose lane (approximately 2.5 miles) between Yorba Linda Boulevard in the City of Fullerton and Lambert Road in the City of Brea. Additional project benefits included on- and off-ramp improvements, the widening and seismic retrofit (as required) of six bridges in the northbound direction, and the addition of soundwalls. Existing lanes and shoulders were also widened to standard widths, enhancing safety for motorists. The final ED and PR were approved on November 30, 2007. Construction began on November 2, 2010, and the improvements opened to traffic on September 23, 2013. The 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 – 75 Percent Complete

**Contact:** Jeff Mills, Capital Projects • (714) 560-5925  
Kristin Tso, Planning • (714) 560-5496

**Summary:** Caltrans previously completed a PSR in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road in the City of Brea to approximately 0.62 miles north of the Orange County/Los Angeles County line. Following discussions with Caltrans in late 2021, it was decided that a new PSR-PDS should be prepared due to the changing conditions on SR-57 since the previous study was completed. The proposed project included mainline and interchange improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to construct the interchange improvements at Lambert Road, which complemented and served as the first phase to the improvement project. Construction began in mid-2019, the project opened to traffic in December 2023, and construction was fully completed in early 2024. Preparation of the new PSR-PDS for the second phase began in August 2023, utilizing State Transportation Investment Program funding, to study potential northbound mainline improvements from Lambert Road to Orange/Los Angeles County Line (up to two miles). This quarter, the consultant prepared a second draft PSR-PDS document that addressed comments received from Caltrans during the initial review. The draft PSR-PDS includes geometric design, traffic analysis, preliminary assessment on ROW, drainage, structure, geotechnical and environmental impacts, and cost estimates for each of the three proposed project alternatives.



# FREEWAYS

## PROJECT H

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

**Segment:** SR-91 Westbound, I-5 to SR-57  
**Status:** PROJECT COMPLETE  
**Contact:** Jeff Mills, Capital Projects • (714) 560-5925



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

## PROJECT I

**Segment:** SR-91, SR-55 to Tustin Avenue Interchange  
**Status:** PROJECT COMPLETE  
**Contact:** Jeff Mills, Capital Projects • (714) 560-5925



**Summary:** This project improved traffic flow at the SR-55/SR-91 interchange by adding a westbound auxiliary lane (approximately two miles) beginning at northbound SR-55 to the westbound SR-91 connector through the Tustin Avenue interchange in the City of Anaheim. The project reduced weaving congestion in the area and included reconstruction of the westbound side of the Santa Ana River Bridge to accommodate the additional lane. The final ED was approved on May 11, 2011, and the final PR was approved on May 19, 2011. Construction began on November 1, 2013, and the improvements opened to traffic on May 14, 2016. The 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 - 99 Percent Complete  
**Contact:** Jeff Mills, Capital Projects • (714) 560-5925

**Summary:** This project will provide westbound operational improvements (approximately 2.2 miles), which includes the realignment of the existing westbound SR-91 on- and off-ramps, the addition of a new on-ramp from the Lakeview Avenue overcrossing bridge to connect directly to southbound SR-55, and construction of a barrier to separate westbound SR-91 from SR-55. With the proposed improvements, the

## FREWAYS

existing Lakeview Avenue overcrossing bridge is anticipated to be replaced with a new bridge. The design of this project was initiated on March 30, 2020. This project was combined with the Caltrans multi-asset project when the 100 percent design package was developed. The project was advertised for construction on June 24, 2024, and bids were opened on October 16, 2024. The project is anticipated to be awarded in early 2025.

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

**Status:** Design Phase Underway - 92 Percent Complete

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

**Summary:** This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The 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 to address and resolve comments on the final design submittal.

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

**Status:** Design Phase Underway - 93 Percent Complete

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

**Summary:** This project will provide westbound operational improvements (approximately 1.8 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This project was combined with the Caltrans multi-asset project when the 95 percent design package was developed. This quarter, the design team continued to address comments on the combined 100 percent roadway design submittal, technical reports, and additional design changes. In addition, OCTA continued the ROW acquisition process.



# FREEWAYS

## PROJECT J

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

**Status:** PROJECT COMPLETE

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

**Summary:** This project added a general purpose lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 in the cities of Anaheim and Yorba Linda. In addition to adding 12 lane miles to SR-91, the project also delivered a second eastbound exit lane at Lakeview Avenue, Imperial Highway, and Yorba Linda Boulevard/Weir Canyon Road off-ramps. Beyond these capital improvements, crews completed work on safety barriers, lane striping, and soundwalls. The final ED and PR were approved on April 24, 2009. Construction began on May 27, 2011, and opened to traffic in December 2012. The project was officially completed on March 5, 2013.



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

**Status:** PROJECT COMPLETE

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

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



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

**Status:** RCTC's Westbound Corridor Operation Project – Completed in January 2022; Eastbound Corridor Operation Project Environmental Phase Underway – 50 Percent Complete

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

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

## FREWAYS

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

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

PROJECT K

### INTERSTATE 405 (I-405) PROJECTS

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

**Status:** PROJECT COMPLETE

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



**Summary:** This project added a general purpose lane (approximately 16 miles) between Euclid Street and I-605 in both directions and a second HOV lane (approximately 14 miles) combined with the existing HOV lane to provide dual express lanes in both directions of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.<sup>5</sup> Additional improvements included reconstruction of local interchanges and enhancements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017, and the project fully opened to traffic on December 1, 2023. Final acceptance and relief of maintenance is expected in mid/late-2025. During the quarter, work continued on remaining miscellaneous construction activities including landscaping, installation of remaining bridge lighting, and punch-list items.

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





## FREEWAYS

### PROJECT L

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

**Status:** Environmental Phase Complete

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

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

### PROJECT M

## INTERSTATE 605 (I-605) PROJECTS

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

**Status:** Design Phase - 99 Percent Complete

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

**Summary:** This project will make enhancements to the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. The project was advertised for construction on November 18, 2024. This quarter, the design team prepared and submitted a bid addendum package for review and continued coordination with Caltrans and the construction management team on utility relocations and third-party coordination for the project. In addition, the outreach consultant has updated public outreach materials in advance of construction, which is anticipated to begin in spring 2025.



## FREEWAYS

### PROJECT N

## FREEWAY SERVICE PATROL

**Status:** Service Ongoing

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

**Summary:** Freeway Service Patrol (FSP) assists 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 15,592 services.<sup>6</sup> Since June 2012, FSP has provided 827,266 services<sup>6</sup> on the Orange County freeway system.

<sup>6</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:** 15th Call Applications Under Review

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

**Summary:** This program, in combination with required local matching funds, provides funding for improvements on Orange County’s Master Plan of Arterial Highways. Since 2011, through 14 calls, the Board has awarded 186 projects (226 project phases) totaling more than \$406 million, including \$24.3 million in external funding. To date, 159 project phases have been completed, 48 are in various stages of implementation, and 27 have been cancelled by the awarded local jurisdictions. On August 12, 2024, the Board approved the release of the 15th call. Applications were received on October 24, 2024, and are under review. Based upon the project selection criteria in the CTFP guidelines, programming recommendations are anticipated to be presented to the Board in spring 2025.

### OC Bridges Railroad Program

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

**Segment:** Kraemer Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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

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



**Segment:** Lakeview Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

**Summary:** This project grade separated the local street from railroad tracks by building a bridge for vehicular traffic over the railroad crossing and reconfiguring the intersection of Lakeview Avenue and Orangethorpe Avenue in the cities of Anaheim and Placentia. Construction began on March 3, 2014, and the improvements opened to traffic on June 6, 2017. Construction acceptance was obtained in June 2018. OCTA turned over maintenance responsibilities to the cities and extended the one-year warranty





## STREETS AND ROADS

to July 2019 for some minor repair items. The Board approved a final claim resolution in July 2019. Funding reimbursement and closeout have been completed.

**Segment:** Orangethorpe Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

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



**Segment:** Placentia Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

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



**Segment:** Raymond Avenue Grade Separation

**Status:** PROJECT COMPLETE

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

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



**Segment:** State College Boulevard Grade Separation

**Status:** PROJECT COMPLETE

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

**Summary:** This project grade separated the local street from railroad tracks by building an underpass for vehicular traffic under the railroad crossing in the City of Fullerton. The City of Fullerton managed construction while OCTA provided construction oversight, public outreach, railroad coordination, and ROW support. Construction began on March 27, 2014, and the improvements opened to traffic on





## STREETS AND ROADS

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



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

PROJECT P

## REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

**Status:** 15th Call Applications Under Review

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

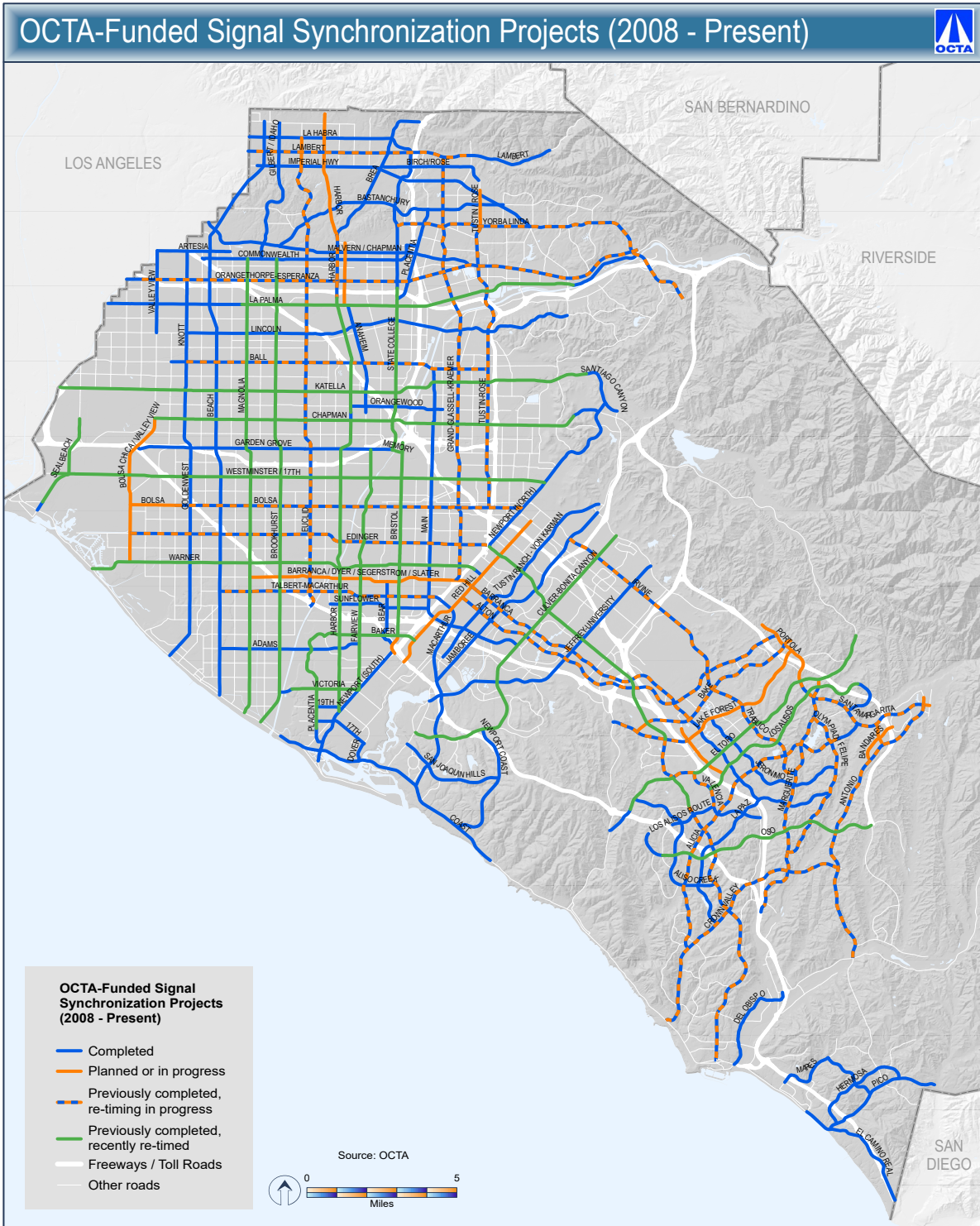
**Summary:** This program provides funding and assistance to implement multi-agency signal synchronization. The target of the program is to regularly coordinate a network of over 2,000 signalized intersections along 750 miles of roadway within Orange County. OCTA also leverages external funding to further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

To date, OCTA and local agencies have synchronized 3,705 intersections over 954 miles of streets (107 completed projects). Through 14 calls, 117 projects<sup>7</sup> totaling approximately \$150.3 million have been awarded. Overall, OCTA has funded 137 projects<sup>7</sup> totaling nearly \$184.8 million, including \$40.1 million in leveraged external funding. On August 12, 2024, the Board approved the release of the 15th call. Applications were received on October 24, 2024, and are under review. Based upon the project selection criteria in the CTFP guidelines, projects will be prioritized for Board consideration in spring 2025.

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

<sup>7</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. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, approximately \$759.8 million<sup>8,9</sup> in LFS payments have been provided to local jurisdictions, of which \$11.9 million<sup>8,9</sup> was provided this quarter.

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

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

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



**PROJECT R**

**HIGH FREQUENCY METROLINK SERVICE**

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

**Project:** Metrolink Grade Crossing Improvements

**Status:** PROJECT COMPLETE

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

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



**Project:** Metrolink Service Expansion Program

**Status:** PROJECT COMPLETE

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

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



In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. This change resulted in 54 weekday trains operating between the three lines within in Orange County. However, during the peak of the COVID-19 pandemic, service was reduced to 41 trains. In October 2021, partial service was restored which increase service to 45 trains. On October 21, 2024, Metrolink implemented an optimized service schedule aimed at addressing service gaps and making the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail. As such, the three lines serving Orange County now operate 58 trains, surpassing the number of trains operating pre-COVID-19. While total boardings for the quarter are 43 percent lower compared to the same quarter of FY 2019-20 (used as a pre-pandemic data set), they are approximately 23 percent higher than the same quarter in FY 2023-24. Despite ongoing ridership recovery, Metrolink ridership continues to struggle to recover pre-pandemic ridership, affecting farebox recovery. To exacerbate this shortfall, operating costs have also





increased. The 2023 Next 10 Plan cashflow included the assumption of TIRCP formula funds to help sustain Metrolink operations through FY 2037-38. Metrolink is anticipated to implement a new pilot train schedule which offers increased frequency, better connections, and increased service during weekdays in October 2024. This will increase the number of trains from 45 weekday trains to 58 weekday trains. This optimized schedule aims to address service gaps and make the most efficient use of equipment and crews as Metrolink adjusts the focus from commuter rail to regional rail in an effort to broaden their market and increase ridership. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

### Rail Corridor and Station Improvements

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

**Project:** Anaheim Canyon Metrolink Station Improvements

**Status:** PROJECT COMPLETE

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

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



**Project:** Fullerton Transportation Center Improvements

**Status:** PROJECT COMPLETE

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

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



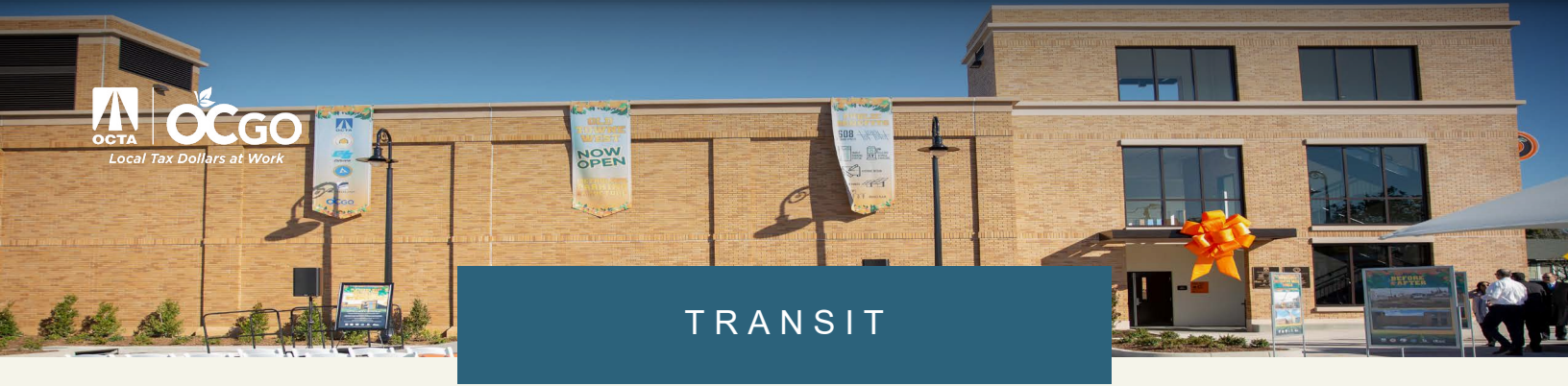
**Project:** Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

**Status:** PROJECT COMPLETE

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

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





## TRANSIT

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

**Status:** PROJECT COMPLETE

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

**Summary:** This project constructed a 608-space, five-level, shared-use parking structure that is located on Lemon Street between Chapman Avenue and Maple Street in the City of Orange. Per a cooperative agreement between OCTA and the City of Orange, the City of Orange led the design phase, and OCTA led the construction phase of the project. Construction began on July 17, 2017, and the improvements were completed on February 15, 2019.



**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.

**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.



## TRANSIT

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

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

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

### Completed:

- Installation of the Control Point project at Fourth Street in the City of Santa Ana, which provided greater efficiency and reliability for passenger rail service
- Implementation of Positive Train Control system, which improves rail safety by monitoring and controlling train movement
- Implementation of video surveillance systems at the Fullerton, Irvine, Laguna Niguel, Mission Viejo, Orange, Santa Ana, and Tustin stations



## TRANSIT

- 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 at Cyprus Shore, Casa Romantica, and Mariposa Point

### Underway:

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

**Project:** Sand Canyon Grade Separation

**Status:** PROJECT COMPLETE

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

**Summary:** This project separated the local street from railroad tracks in the City of Irvine by constructing an underpass for vehicular traffic. Construction began on May 3, 2011, and the improvements opened to traffic on July 14, 2014. The project was completed, and construction acceptance was obtained from the City of Irvine on January 15, 2016. The 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.





# TRANSIT

**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, All Eight Vehicles Completed, Preparations Underway for Start-Up

**Contact:** Jeff Mills, Rail • (714) 560-5925  
Cleve Cleveland, Rail • (714) 560-5535

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

### Construction

Construction is approximately 91 percent complete. To date, the contractor completed the bridges over the Santa Ana River and Westminster Avenue, installed all tracks and OCS poles, completed all work at Sasser Park, and installed canopies, lighting, and customer information center systems at all station platforms. During the quarter, the contractor continued installation of wires on OCS poles in the Pacific Electric ROW, completed street repairs at various locations, and continued platform and electrical systems work at several stations. In addition, interior work continued at the maintenance and storage facility with exterior paving completed.

### Vehicles

All eight vehicles are complete and are stored together with spare parts and special tools at the vehicle manufacturer's facility. OCTA is in ongoing negotiations with the vehicle manufacturer regarding long-term storage estimates for the vehicles, vehicle warranty extension, and vehicle maintenance during storage. Staff anticipates returning to the Board in early 2025 with contract amendments resulting from these discussions.



# TRANSIT

A post-delivery audit confirmed that all eight vehicles were manufactured in compliance with federal “Buy America” requirements, and all certifications have been executed.

### Operations

During the quarter, staff observed ticket vending machine testing and contractor training for OCS wire tensioning. On November 18, 2024, the California Public Utilities Commission reviewed and approved the Roadway Worker Protection Plan, a critical safety plan needed before the streetcar can operate under power. The Systems Integration Testing plan and test schedule have been finalized and coordination is underway with the operations and maintenance (O&M) contractor to align test plans with project milestones and to refine procedures. Staff continues coordination with the City of Garden Grove on the O&M agreement.

### Cost and Schedule

In April 2023, the Board approved a revised project budget of \$579 million. As previously reported to the Board, OCTA continues to report to the FTA the risk-adjusted revenue service date of August 2025. In coordination with the FTA, staff is assessing the remaining schedule and cost risks. An update is anticipated to be presented to the Board in early 2025.

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

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

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

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



PROJECT T

## METROLINK GATEWAYS

**Project:** Anaheim Regional Transportation Intermodal Center

**Status:** PROJECT COMPLETE

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

**Summary:** This project constructed the ARTIC located at 2626 East Katella Avenue in the City of Anaheim. ARTIC is a major multimodal transportation hub serving commuters and residents in the City of Anaheim. In addition to OCTA buses and Metrolink trains, ARTIC provides transit connections





## TRANSIT

to Pacific Surfliner Amtrak, Anaheim Resort Transit, shuttle and charter bus service, taxis, bicycles, other private transportation services available, and accommodates future high-speed rail trains. The City of Anaheim, which led the construction effort, began construction on September 24, 2012, and opened the facility to rail and bus service on December 6, 2014. This facility replaced the former Anaheim Metrolink Station that was located on the opposite side of the freeway in the Los Angeles Angels of Anaheim Stadium parking lot.

### PROJECT U

## EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, approximately \$139.4 million<sup>10,11,12</sup> in Project U funding has been provided under M2.

<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 FY quarter either covers one or two payments, depending on the months that fall within that quarter.

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

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

**Project:** Senior Mobility Program

**Status:** Ongoing

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

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

Since inception, nearly \$39.8 million<sup>11,12</sup> has been provided to support approximately 3.1 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, approximately \$640,000<sup>10,11,12</sup> was paid out to 30 of the 32 participating cities that are currently active.



# TRANSIT

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

**Status:** Ongoing

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

**Summary:** This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, more than \$42.5 million has been allocated to support more than 1.6 million SNEMT boardings<sup>13</sup>. This quarter, more than \$718,000<sup>14</sup> in SNEMT funding was paid to the County of Orange.

<sup>13</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.

<sup>14</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 FY quarter either covers one or two payments, depending on the months that fall within that quarter.

**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.

More than \$1 million in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on 2.7 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$753,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, approximately \$57 million has been allocated to support approximately 158 million program-related boardings.

PROJECT V

## COMMUNITY-BASED TRANSIT/CIRCULATORS

**Status:** Service Updates

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

**Summary:** This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through five calls, the Board has awarded 49 projects and ten planning studies totaling approximately \$96.8 million<sup>15</sup>. Of the 49 transit





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circulator projects<sup>16</sup>, 21 are currently active, ten are planned, 13 have been cancelled (primarily due to low ridership), and five have been completed.

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

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

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

<sup>16</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, 59 have been completed, 53 are in various stages of implementation, and ten have been cancelled. Staff is reviewing M2 revenues and assessing the appropriate timing for the next call.

## ENVIRONMENTAL

### PROJECT X

## CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

**Project:** Environmental Cleanup Program

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

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

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

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

On October 14, 2024, programming recommendations for the 14th Tier 1 call were approved by the Board for approximately \$3.7 million. To date, 233 Tier 1 projects, totaling approximately \$40 million, have been awarded by the Board since 2011. Of the 233 projects, construction on 198 projects have been completed, 18 are in various stages of implementation, and 17 have been cancelled by the awarded agency. The 15th Tier 1 call is anticipated in early 2025.

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

In addition, on October 14, 2024, programming recommendations for the third Tier 2 call were approved by the Board for nearly \$7 million. To date, 26 projects totaling approximately \$35 million have been awarded by the Board since 2013. Of the 26 projects, construction on 18 projects have been completed, four projects are in progress, and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call will be assessed and determined by funding availability as well as the number of viable projects from eligible agencies.

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

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

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

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2024 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made nine endowment deposits. The latest endowment balance through December 31, 2024, was \$32,674,489, which is above the target of \$31,759,663 for the second quarter of FY 2024-25. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in March 2025. Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration Committee and the Environmental Oversight Committee (EOC) on a regular basis.



## ENVIRONMENTAL

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

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

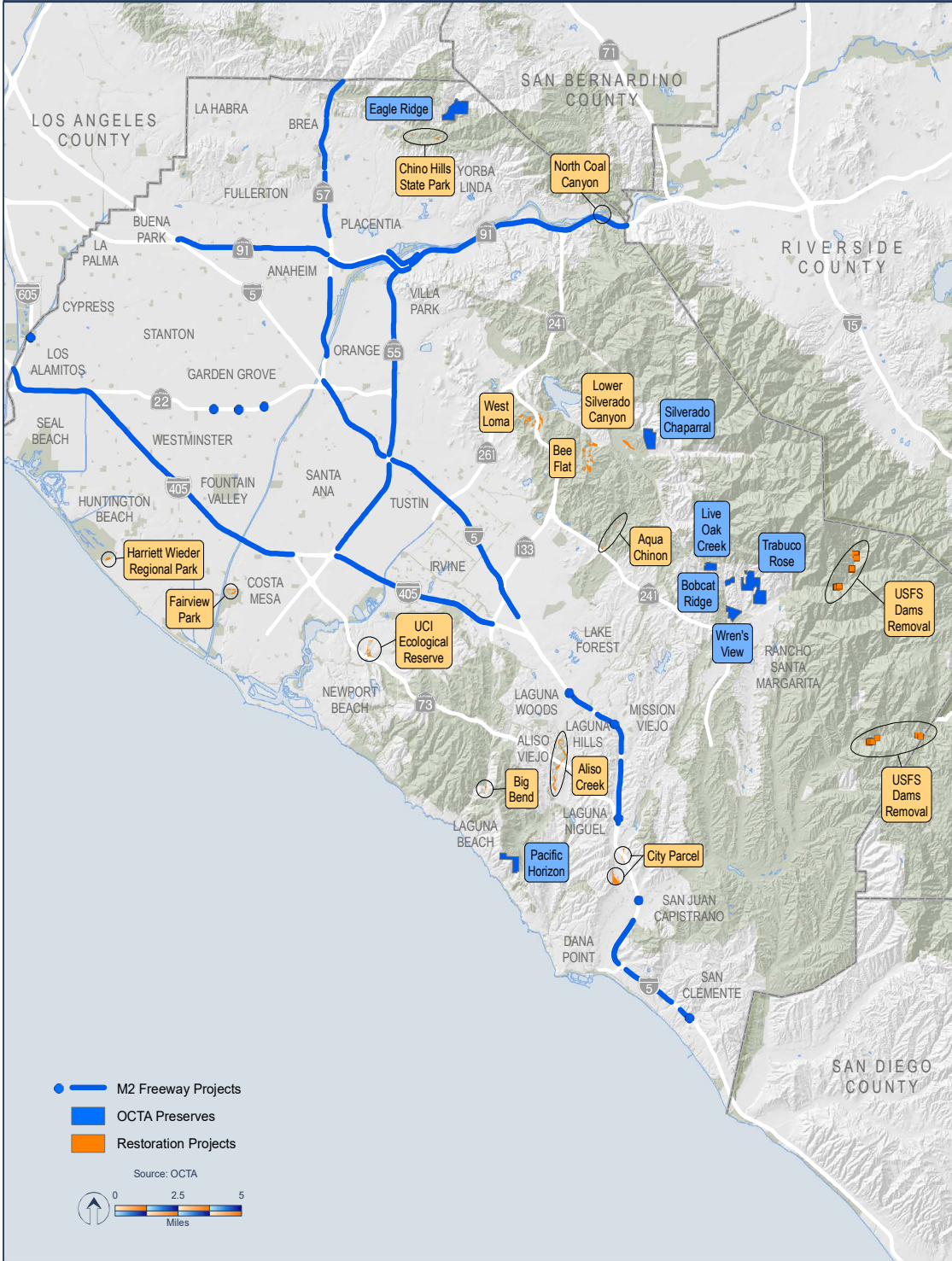
The EMP accomplishments have largely met the intent of the program. These efforts are the result of years of positive collaboration between OCTA and the aforementioned agencies, stakeholders, and the public. The success of this program has been recognized at the regional and national level. Through these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

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

## OCTA Preserves and Funded Restoration Projects





## 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.

On October 28, 2024, the consultant team presented the results of the 2024 fall analysis to the Board. The analysis identified that OCTA may experience a tempering of inflationary pressures in 2025, 2026, and 2027, and a softening macroeconomy. This is due to a decline in residential building permits, an increase in California unemployment rates, and an increase in the cost of construction materials and labor. Staff incorporated information from this analysis into the M2 cash flow for the 2024 update of the Next 10 Plan and will provide future updates to the Board as appropriate.

#### Next 10 Delivery Plan

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

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 12, 2024, the Board approved the 2024 Next 10 Plan, which spans FY 2024-25 to FY 2033-34. The 2024 update of the Next 10 Plan incorporated an updated sales tax revenue forecast of \$14 billion (supplemented with external revenue – Federal,



## PROGRAM MANAGEMENT

State, and local dollars), insight from the updated construction market forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations requires close monitoring.

### M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Five performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, FY 2015-16 through FY 2017-18, and FY 2018-19 through FY 2020-21. Findings and recommendations are implemented as appropriate. The sixth assessment began in July 2024 and covers the period between July 1, 2021, and June 30, 2024. During the quarter, the consultant team completed staff and external stakeholder interviews and their review of requested documents, submitted an initial set of findings, and provided a draft report for staff to review. A final report is anticipated to be presented to the Board in early 2025.

### M2 Ten-Year Review

The M2 Ordinance includes a provision to conduct a ten-year comprehensive review of M2 programs and projects. The ten-year review is intended to evaluate the performance of the overall program and may result in revisions to further improve performance. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. The second effort is underway. During the quarter, a ten-year review framework was presented to the Board on October 14, 2024, highlighting five objectives to ensure the required elements in the M2 Ordinance are analyzed. The contract for a public outreach consultant was executed in December 2024, with outreach efforts anticipated to begin in early 2025.

### M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. The tracking matrix was finalized and shared with the Taxpayer Oversight Committee (TOC) on June 11, 2024. This document is for PMO tracking purposes, but is also helpful to TOC members during their annual compliance finding. During the quarter, staff initiated efforts to update the tracking matrix for calendar year 2024. It is anticipated that the matrix will be completed in spring 2025.

### PMO M2 Tracking Tools

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

## PROGRAM MANAGEMENT

### Local Jurisdiction Fact Sheets

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

### Engineer's Estimate versus Bids Tracking

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

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

The easterly segment of Project I (SR-91, SR-55 to Lakeview Avenue) was advertised on June 24, 2024, and opened on October 16, 2024. The lowest, responsive, and responsible bidder was approximately 14 percent higher than the engineer's estimate. In addition, Project M (I-605, Katella Avenue interchange) was advertised on November 18, 2024, with bids anticipated to be opened next quarter. Staff will monitor the SR-91 project contract award and I-605 project bid opening and continue to track the construction market and update the spreadsheet as appropriate.

### **M2 Administrative Safeguards**

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (\$14 billion or 42 percent lower as of December 31, 2024) because of economic conditions, the funds available to support administrative salaries and benefits have





## PROGRAM MANAGEMENT

also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

As a result of the aforementioned factors, OCTA has incurred higher than one percent administrative costs. OCTA has Board approval to use funds from the Orange County Unified Transportation Trust (OCUTT) fund to cover costs above the one percent, and to repay those funds with interest in future years when OCTA administrative costs fall below the one percent cap. OCTA has borrowed approximately \$5.3 million from OCUTT to date. As of June 30, 2024, 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.

### Taxpayer Oversight Committee

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

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



## PROGRAM MANAGEMENT

On December 10, 2024, the TOC received presentations on the M2 Quarterly Revenue and Expenditure Report, 2024 M2 Sales Tax Forecast, 2024 M2 Next 10 Plan, and on the CTFP.

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

## M2 FINANCING AND SCHEDULE OF FUNDING

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

### Revenue Forecast and Collection

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

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

OCTA continuously monitors actual sales tax receipts, and revenue forecast information is 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

Originally, the 2005 projections for M2 sales tax collections were anticipated at \$24.3 billion. OCTA received final sales tax receipts for FY 2023-24 in August 2024 and presented the 2024 M2 sales tax forecast update to the Board on October 14, 2024. The current revised total nominal sales tax collections over the life of M2 is estimated to be \$14 billion, which represents a year-over-year decrease of \$800 million in forecasted sales tax when compared to last year's forecast.

OCTA remains in a strong position supported by healthy reserve levels and economic uncertainty forecasted within the program, which provide a financial cushion against the revenue shortfall and/or a potential increase in cost. The agency is actively monitoring various factors, including inflation, interest



rates, and demographic changes in Orange County to assess their potential impact on sales tax revenues. In light of the observed revenue decline and economic uncertainties, OCTA emphasizes the importance of continued fiscal management and proactive financial planning to maintain its financial health and ensure our commitment to promises made, promises kept.

The next updated forecast is anticipated to be presented to the Board in September 2025. As a reference, the adopted growth rate is 3.3 percent for FY 2024-25.

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2024 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Dec 31, 2024	Year to Date Dec 31, 2024 (A)	Period from Inception to Dec 31, 2024 (B)
<b>Revenues:</b>			
Sales taxes	\$ 101,960	\$ 210,744	\$ 4,583,214
Other agencies' share of Measure M2 costs:			
Project related	20,084	21,732	882,156
Non-project related	-	-	454
Interest:			
Operating:			
Project related	917	1,989	9,092
Non-project related	7,282	16,072	129,339
Bond proceeds	-	754	101,700
Debt service	343	535	3,604
Commercial paper	-	-	393
Right-of-way leases			
Project related	100	233	1,950
Non-project related	-	-	17
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
<b>Total revenues</b>	<b>130,686</b>	<b>252,059</b>	<b>5,727,878</b>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	770	1,540	43,772
Professional services:			
Project related	9,273	11,268	590,843
Non-project related	431	467	40,331
Administration costs:			
Project related	3,349	6,698	137,308
Non-project related:			
Salaries and Benefits	1,093	2,269	47,126
Other	2,195	4,391	80,628
Other:			
Project related	169	207	6,994
Non-project related	15	39	5,500
Payments to local agencies:			
Project related	20,747	38,615	1,466,965
Capital outlay:			
Project related	16,236	20,350	2,421,746
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	116,405
Interest on long-term debt and commercial paper	-	16,453	369,981
<b>Total expenditures</b>	<b>54,278</b>	<b>102,297</b>	<b>5,327,630</b>
<b>Excess (deficiency) of revenues over (under) expenditures</b>	<b>76,408</b>	<b>149,762</b>	<b>400,248</b>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	(2,371)	47,924	(687,981)
Transfers in:			
Project related	2,302	2,877	367,265
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
<b>Total other financing sources (uses)</b>	<b>(69)</b>	<b>50,801</b>	<b>438,847</b>
<b>Excess (deficiency) of revenues over (under) expenditures and other sources (uses)</b>	<b>\$ 76,339</b>	<b>\$ 200,563</b>	<b>\$ 839,095</b>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2024 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended	Year to Date	Period from	Period from	Total
	Dec 31, 2024 (actual)	Dec 31, 2024 (actual)	Inception through Dec 31, 2024 (actual)	January 1, 2025 through March 31, 2041 (forecast)	
		(C.1)	(D.1)	(E.1)	(F.1)
<b>Revenues:</b>					
Sales taxes	\$ 101,960	\$ 210,744	\$ 4,583,214	\$ 9,360,268	\$ 13,943,482
Operating interest	7,282	16,072	129,339	656,118	785,457
Subtotal	<u>109,242</u>	<u>226,816</u>	<u>4,712,553</u>	<u>10,016,386</u>	<u>14,728,939</u>
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	129	-	129
Total revenues	<u>109,242</u>	<u>226,816</u>	<u>4,713,153</u>	<u>10,016,386</u>	<u>14,729,539</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	770	1,540	43,772	72,348	116,120
Professional services	431	467	36,556	75,456	112,012
<b>Administration costs:</b>					
Salaries and Benefits	1,093	2,269	47,126	96,152	143,278
Other	2,195	4,391	80,628	163,828	244,456
Other	15	39	2,480	5,149	7,629
Payments to local agencies:					
Capital outlay	-	-	31	-	31
Environmental cleanup	1,276	1,347	53,416	187,175	240,591
Total expenditures	<u>5,780</u>	<u>10,053</u>	<u>264,009</u>	<u>600,108</u>	<u>864,117</u>
Net revenues	<u>\$ 103,462</u>	<u>\$ 216,763</u>	<u>\$ 4,449,144</u>	<u>\$ 9,416,278</u>	<u>\$ 13,865,422</u>
<hr/>					
<b>Financing expenditures:</b>					
Debt interest expense	-	16,453	369,981	315,698	685,679
Professional services	-	-	3,775	-	3,775
Other	-	-	3,020	-	3,020
Total financing expenditures	<u>-</u>	<u>16,453</u>	<u>376,776</u>	<u>315,698</u>	<u>692,474</u>
<b>Interest revenue:</b>					
Interest revenue from bond proceeds	-	754	101,700	55,086	156,786
Interest revenue from debt service funds	343	535	3,604	13,039	16,643
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>343</u>	<u>1,289</u>	<u>105,697</u>	<u>68,125</u>	<u>173,822</u>
Net financing expenditures:	<u>(343)</u>	<u>\$ 15,164</u>	<u>\$ 271,079</u>	<u>\$ 247,573</u>	<u>\$ 518,652</u>

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2024 (Unaudited) Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Dec 31, 2024 (actual)	Expenditures Inception to Dec 31, 2024 (actual)	Reimbursements Inception to Dec 31, 2024 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Dec 31, 2024 (actual)
(G)	(H)	(I)	(J)	(K)	(L)	
(\$ in thousands)						
<b>Freeways (43% of Net Revenues)</b>						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 546,507	\$ 175,364	\$ 10,908	\$ 8,786	\$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	349,067	112,009	38,906	22,554	16,352
C	I-5 San Diego/South of El Toro	729,064	233,942	425,800	53,042	372,758
D	I-5 Santa Ana/San Diego Interchange Upgrades	299,998	96,263	3,218	527	2,691
E	SR-22 Garden Grove Freeway Access Improvements	139,534	44,774	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	425,578	136,560	136,082	67,262	68,820
G	SR-57 Orange Freeway Improvements	300,812	96,525	59,571	15,073	44,498
H	SR-91 Improvements from I-5 to SR-57	162,789	52,236	34,956	824	34,132
I	SR-91 Improvements from SR-57 to SR-55	484,298	155,402	75,092	72,221	2,871
J	SR-91 Improvements from SR-55 to County Line	409,532	131,411	18,624	17,133	1,491
K	I-405 Improvements between I-605 to SR-55	1,247,432	400,275	1,692,356	303,524	1,388,832
L	I-405 Improvements between SR-55 to I-5	371,741	119,285	9,250	6,954	2,296
M	I-605 Freeway Access Improvements	23,256	7,462	8,914	16	8,898
N	All Freeway Service Patrol	174,417	55,967	12,648	-	12,648
	Freeway Mitigation	298,107	95,657	63,001	9,939	53,062
	Subtotal Projects	5,962,132	1,913,132	2,589,331	577,855	2,011,476
	Net Finance Expenditures	-	-	186,070	-	186,070
	<b>Total Freeways</b>	<b>\$ 5,962,132</b>	<b>\$ 1,913,132</b>	<b>\$ 2,775,401</b>	<b>\$ 577,855</b>	<b>\$ 2,197,546</b>
	%					51.7%
<b>Street and Roads Projects (32% of Net Revenues)</b>						
O	Regional Capacity Program	\$ 1,386,560	\$ 444,920	\$ 825,929	\$ 507,884	\$ 318,045
P	Regional Traffic Signal Synchronization Program	554,599	177,960	124,342	25,244	99,098
Q	Local Fair Share Program	2,495,776	800,846	767,543	77	767,466
	Subtotal Projects	4,436,935	1,423,726	1,717,814	533,205	1,184,609
	Net Finance Expenditures	-	-	54,519	-	54,519
	<b>Total Street and Roads Projects</b>	<b>\$ 4,436,935</b>	<b>\$ 1,423,726</b>	<b>\$ 1,772,333</b>	<b>\$ 533,205</b>	<b>\$ 1,239,128</b>
	%					29.1%

# FINANCING

## Schedule of Revenues, Expenditures and Changes in Fund Balance as of December 31, 2024 (Unaudited) Schedule 3

Project Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Dec 31, 2024 (actual)	Expenditures Inception to Dec 31, 2024 (actual)	Reimbursements Inception to Dec 31, 2024 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Dec 31, 2024 (actual)
(G)	(H)	(I)	(J)	(K)	(L)
(\$ in thousands)					
<b>Transit Projects (25% of Net Revenues)</b>					
R High Frequency Metrolink Service	\$ 1,382,870	\$ 431,148	\$ 464,630	\$ 99,721	\$ 364,909
S Transit Extensions to Metrolink	1,223,996	392,756	222,333	2,133	220,200
T Metrolink Gateways	70,869	41,096	98,220	60,956	37,264
U Expand Mobility Choices for Seniors and Persons with Disabilities	480,785	148,508	142,261	88	142,173
V Community Based Transit/Circulators	277,235	88,959	22,291	1,998	20,293
W Safe Transit Stops	30,600	9,819	1,541	26	1,515
Subtotal Projects	3,466,355	1,112,286	951,276	164,922	786,354
Net Finance Expenditures	-	-	30,490	-	30,490
<b>Total Transit Projects</b>	<b>\$ 3,466,355</b>	<b>\$ 1,112,286</b>	<b>\$ 981,766</b>	<b>\$ 164,922</b>	<b>\$ 816,844</b>
%					19.2%
<b>Measure M2 Program</b>					
	\$ 13,865,422	\$ 4,449,144	\$ 5,529,500	\$ 1,275,982	\$ 4,253,518
Project Description	Total Revenues Inception to March 31, 2041 (actual) + (forecast)	Revenues Inception to Dec 31, 2024 (actual)	Expenditures Inception to Dec 31, 2024 (actual)	Reimbursements Inception to Dec 31, 2024 (actual)	Net M2 Cost Inception to Dec 31, 2024 (actual)
(G)	(H.1)	(I.1)	(J)	(K)	(L)
(\$ in thousands)					
<b>Environmental Cleanup (2% of Revenues)</b>					
X Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 294,579	\$ 94,251	\$ 53,416	\$ 311	\$ 53,105
Net Finance Expenditures	-	-	-	-	-
<b>Total Environmental Cleanup</b>	<b>\$ 294,579</b>	<b>\$ 94,251</b>	<b>\$ 53,416</b>	<b>\$ 311</b>	<b>\$ 53,105</b>
%					1.1%
<b>Taxpayer Safeguards and Audits</b>					
Collect Sales Taxes (1.5% of Sales Taxes)	\$ 209,152	\$ 68,748	\$ 43,772	\$ -	\$ 43,772
%					1.0%
Oversight and Annual Audits (1% of Revenues)	\$ 147,289	\$ 47,126	\$ 47,126	\$ 0	\$ 47,126
%					1.0%



**LOCAL FAIR SHARE**

<b>M2 Funds</b>		
<b>ENTITY</b>	<b>2ND QUARTER FY 2024-25</b>	<b>FUNDS TO DATE</b>
ALISO VIEJO	\$158,882	\$9,462,733
ANAHEIM	\$1,367,469	\$79,649,991
BREA	\$230,629	\$13,616,983
BUENA PARK	\$0*	\$20,145,666*
COSTA MESA	\$585,232	\$34,820,346
CYPRESS	\$199,804	\$12,432,989
DANA POINT	\$135,277	\$7,998,786
FOUNTAIN VALLEY	\$247,045	\$14,774,518
FULLERTON	\$522,896	\$31,167,751
GARDEN GROVE	\$591,390	\$35,487,232
HUNTINGTON BEACH	\$758,773	\$46,378,131
IRVINE	\$1,263,963	\$67,215,945
LAGUNA BEACH	\$98,439	\$6,018,751
LAGUNA HILLS	\$129,989	\$8,048,600
LAGUNA NIGUEL	\$259,788	\$15,821,218
LAGUNA WOODS	\$51,948	\$3,055,996
LA HABRA	\$209,477	\$12,644,358
LAKE FOREST	\$322,455	\$19,138,729
LA PALMA	\$55,286	\$3,676,297
LOS ALAMITOS	\$50,845	\$3,087,341
MISSION VIEJO	\$351,067	\$21,934,656
NEWPORT BEACH	\$418,945	\$26,083,123
ORANGE	\$0**	\$37,594,603**
PLACENTIA	\$189,078	\$11,092,609



## LOCAL FAIR SHARE

<b>M2 Funds</b>		
<b>ENTITY</b>	<b>2ND QUARTER FY 2024-25</b>	<b>FUNDS TO DATE</b>
RANCHO SANTA MARGARITA	\$163,472	\$10,052,387
SAN CLEMENTE	\$224,750	\$13,542,520
SAN JUAN CAPISTRANO	\$151,499	\$9,088,575
SANTA ANA	\$1,053,617	\$65,471,674
SEAL BEACH	\$93,284	\$5,833,867
STANTON	\$120,849	\$7,134,676
TUSTIN	\$369,147	\$21,596,011
VILLA PARK	\$20,670	\$1,244,281
WESTMINSTER	\$322,972	\$20,171,848
YORBA LINDA	\$238,213	\$14,405,326
COUNTY UNINCORPORATED	\$952,609	\$49,960,020
<b>TOTAL M2 FUNDS</b>	<b>\$11,909,760</b>	<b>\$759,848,536</b>

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

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

<b>ENTITY</b>	<b>2ND QUARTER FY 2024-25</b>	<b>FUNDS TO DATE</b>
BUENA PARK	\$366,370	\$1,060,549
ORANGE	\$655,307	\$1,930,611
<b>TOTAL M2 FUNDS WITHHELD</b>	<b>\$1,021,677</b>	<b>\$2,991,160</b>

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Capital Projects	Cost				
	Baseline/Forecast	Complete Environmental	Complete Design	Award Contract	Complete Construction
	(millions)				
<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	\$280.6	Aug-18	May-24	Feb-26	Sep-29
Project B	\$388.1	<b>Jan-20</b>	<b>Nov-24</b>	Nov-25	Jun-29
I-5, Yale Avenue to SR-55	\$238.3	Aug-18	Feb-25	Mar-26	Sep-29
Project B	\$327.9	<b>Jan-20</b>	<b>Aug-24</b>	Oct-25	Sep-29
I-5, 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, 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>	Apr-25
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$230.3	<b>May-14</b>	<b>Dec-17</b>	<b>Mar-19</b>	<b>Dec-24</b>
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$227.3	<b>May-14</b>	<b>May-19</b>	<b>Sep-20</b>	Jun-25
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	N/A	N/A	N/A
Project C	\$12.4	N/A	<b>Oct-24</b>	Apr-25	Nov-26
I-5, I-5/El Toro Road Interchange	TBD	Apr-26	TBD	TBD	TBD
Project D	TBD	Feb-27	TBD	TBD	TBD

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Capital Projects	Cost				
	Baseline/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	\$505.7	<b>Aug-17</b>	<b>Apr-20</b>	<b>May-22</b>	Feb-27
SR-55, I-5 to SR-91	\$131.3	Jan-20	Jul-25	Jul-26	Oct-29
Project F	\$202.1	<b>Mar-20</b>	Dec-25	Apr-27	Jul-30
SR-57 Northbound (NB), Orangewood Avenue to Katella Avenue	\$71.8	Dec-18	Jul-24	Nov-25	Jun-28
Project G	\$135.4	<b>Mar-19</b>	<b>Aug-24</b>	Nov-25	Jun-28
SR-57 (NB), Katella Avenue to Lincoln Avenue	\$78.7	Jul-09	Nov-10	Aug-11	Sep-14
Project G	\$38.0	<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	Mar-29	TBD	TBD	TBD

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Capital Projects	Cost				
		Baseline/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)	\$108.6	Oct-18	Jan-23	Feb-24	Sep-27
Project I	\$140.7	<b>Jun-20</b>	<b>Mar-23</b>	Jan-25	Oct-28
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	\$380.7	<b>Jun-20</b>	Jan-25	Mar-26	Jul-30
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$147.7	Oct-18	Apr-24	Apr-25	Sep-28
Project I	\$257.5	<b>Jun-20</b>	<b>Oct-24</b>	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>
SR-91 EB Corridor Operations Project (SR-241 to SR-71)	TBD	N/A	N/A	N/A	N/A
Project J	TBD	Aug-25	TBD	TBD	TBD
I-405, SR-55 to I-605 (Design-Build)	\$2,160.0	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,160.0	<b>May-15</b>	<b>Nov-15</b>	<b>Nov-16</b>	<b>Feb-24</b>

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Capital Projects	Cost				
	Baseline/Forecast				
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	<b>Aug-18</b>	TBD	TBD	TBD
I-605, I-605/Katella Interchange	\$29.0	Nov-18	Mar-23	Feb-24	Nov-25
Project M	\$53.0	<b>Oct-18</b>	<b>Jan-23</b>	Mar-25	Jan-27
<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>
17th Street Railroad Grade Separation	TBD	Jun-16	TBD	TBD	TBD
Project R	TBD	<b>Nov-17</b>	TBD	TBD	TBD
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>

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Capital Projects	Cost				
	Baseline/Forecast				
	(millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
<b>Transit Projects:</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>
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	\$23.3	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	\$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>
OC Streetcar	\$595.8	Mar-12	Sep-17	Aug-18	Aug-25
Project S	\$595.8	<b>Mar-15</b>	<b>Nov-17</b>	<b>Sep-18</b>	<b>Aug-25</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>

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 Local Tax Dollars at Work  


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**COMMON ABBREVIATIONS**

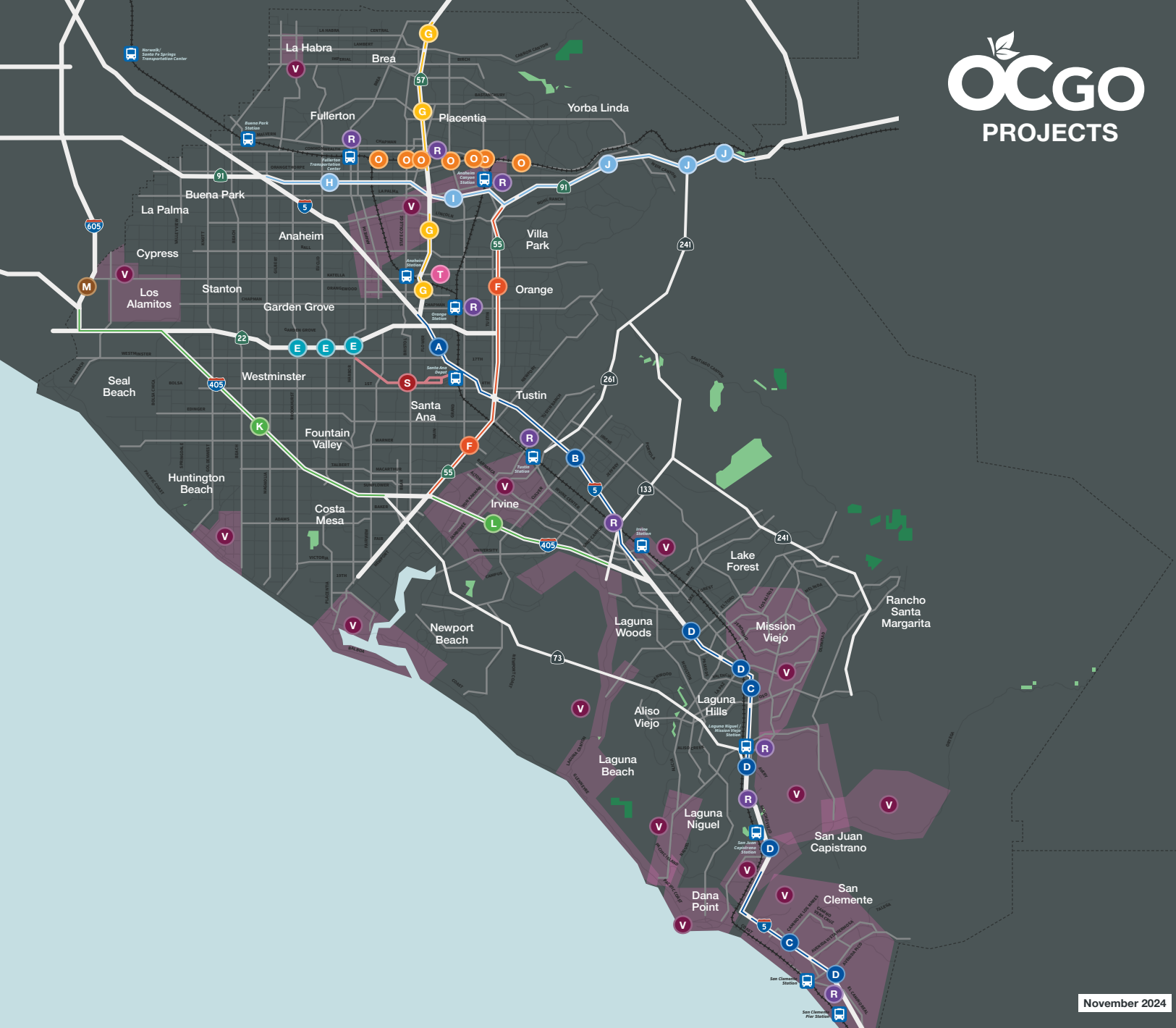
Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
Annual Eligibility Review	AER
Board of Directors	Board
BNSF Railway Company	BNSF
California Department of Transportation	Caltrans
Conservation Properties	Preserves
Construction and Maintenance	C&M
Coronavirus	COVID-19
Comprehensive Transportation Funding Program	CTFP
Early Action Plan	EAP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Document	ED
Environmental Mitigation Program	EMP
Environmental Oversight Committee	EOC
Federal Transit Administration	FTA
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Interstate 5	I-5
Interstate 15	I-15
Interstate 405	I-405
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles – San Diego – San Luis Obispo	LOSSAN
Measure M	M1
Measure M2 or Renewed Measure M	M2
Metrolink Service Expansion Program	MSEP
Mile Post	MP
Next 10 Delivery Plan	Next 10 Plan
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan





## COMMON ABBREVIATIONS

	<b>O&amp;M</b>
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
Overhead Contact System	OCS
Pacific Coast Highway	PCH
Program Management Office	PMO
Project Study Report-Project Development Support	PSR-PDS
Project Report	PR
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Santa Ana Regional Transportation Center	SARTC
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Interregional Transportation Improvement Plan	ITIP
State Route 22	SR-22
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 74	SR-74
State Route 91	SR-91
State Route 241	SR-241
Southern California Regional Rail Authority	Metrolink
Taxpayer Oversight Committee	TOC
To Be Determined	TBD
Transit and Intercity Rail Capital Program	TIRCP
Transportation Investment Plan	Plan



November 2024

## 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