

## AGENDA

1. **Welcome**
2. **Pledge of Allegiance**
3. **Approval of Minutes/Attendance Report for September 10, 2024**
4. **Action Items**
  - A. M2 Quarterly Revenue and Expenditure Report  
Receive and File – Sean Murdock, Director, Finance and Administration
5. **Presentation Items**
  - A. Sales Tax Forecast  
Sean Murdock, Director, Finance and Administration
  - B. 2024 Update: Next 10 Delivery Plan  
Francesca Ching, Measure M Program Manager
  - C. Comprehensive Transportation Funding Programs Update  
Charvalen Alacar, Section Manager, Planning
6. **OCTA Staff Updates** (5 Minutes)
  - A. M2 Triennial Performance Assessment  
Francesca Ching, Measure M Program Manager
  - B. Staff Liaison Update  
Marissa Espino, Section Manager, Public Outreach
7. **Annual Eligibility Review Subcommittee Report**
8. **Environmental Oversight Committee Report**
9. **Committee Member Reports**
10. **Public Comments\***
11. **Adjournment**

*The next meeting will be held on March 11, 2025 at 5pm*

Agenda Descriptions: The Agenda descriptions are intended to give notice to members of the public of a general summary of items of business to be transacted or discussed.

Public Comments: At this time, members of the public may address the Taxpayer Oversight Committee (TOC) regarding any items within the subject matter jurisdiction of the TOC, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three (3) minutes per person, unless different time limits are set by the Chairman, subject to the approval of the TOC.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA at (714) 560 5611, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

*Information  
Items*

**INFORMATION ITEMS**

<i>Staff Report Title</i>	<i>Board Meeting Date</i>
1. Fourth Quarter Fiscal Year 2023-24 and Planned Fiscal Year 2024-25 Capital Action Plan and Performance Metrics	September 9, 2024
2. Annual Regional Traffic Signal Synchronization Program Update	September 9, 2024
3. Coastal Rail Resiliency Projects Update	September 9, 2024
4. 2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations	September 23, 2024
5. Environmental Mitigation Program Endowment Fund Investment Report for June 30, 2024	October 14, 2024
6. Potential Refunding of the Measure M2 Sales Tax Revenue Bonds, Series 2010A (Taxable Build America Bonds)	October 14, 2024
7. Measure M2 Ten-Year Review Framework	October 14, 2024
8. OC Streetcar Project Quarterly Update	October 28, 2024
9. Interstate 5 Improvement Project: Oso Parkway to Alicia Parkway Design and Construction Management, Internal Audit Report No. 25-501	October 28, 2024
10. First Quarter Fiscal Year 2024-25 Capital Action Plan and Performance Metrics	November 12, 2024
11. Interstate 605/Katella Avenue Interchange Project Update	November 12, 2024

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**Measure M2 Taxpayer Oversight Committee**  
**Orange County Transportation Authority**  
**550 S. Main Street, Orange CA, Room 07**  
**September 10, 2024 @ 5:00 p.m.**

## **MEETING MINUTES**

**Committee Members Present:**

Andrew Hamilton, Chairman  
Clayton D. King, First District Representative  
Jim Evans, Fourth District Representative  
Jim Fuchs, Second District Representative  
Kirk Watilo, Third District Representative  
Michael Neben, Third District Representative  
Monica Shin, Second District Representative  
Tim Benson, Fourth District Representative

**Committee Members Absent:**

Mark W. Eisenberg, Fifth District Representative  
Naresh D. Patel, First District Representative  
Robert Dorneman, Fifth District Representative

**Orange County Transportation Authority Staff Present:**

Alice Rogan, Director, Marketing and Public Outreach  
Andrew Oftelie, Chief Financial Officer, Finance and Administration  
Francesca Ching, Measure M Program Manager  
Janet Sutter, Executive Director, Internal Audit  
Kia Mortazavi, Executive Director, Planning  
Lesley Hill, Environmental Programs Manager  
Marissa Espino, Public Outreach Section Manager  
Sean Murdock, Director, Finance and Administration

### **1. Welcome**

Chair Andrew Hamilton called the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) to order and welcomed the new members.

### **2. Pledge of Allegiance**

Kirk Watilo led the Pledge of Allegiance.

### **3. Approval of Minutes/Attendance Report for June 11, 2024**

A motion was made by Michael Neben to approve the June 11, 2024, TOC Minutes/Attendance Report. Motion was seconded by Monica Shin. Motion passed unanimously.

#### **4. Presentation Items**

##### **A. Measure M2 Overview**

Francesca Ching, Measure M Program Manager; Kia Mortazavi, Executive Director, Planning, and Andrew Oftelie, Chief Financial Officer, Finance and Administration presented the overview.

No action was taken on this information item.

##### **B. Measure M2 Environmental Mitigation Program Update.**

Lesley Hill, Environmental Programs Manager presented the Update.

No action was taken on this information item.

#### **5. OCTA Staff Updates**

##### **A. Finance Directors Workshop Update**

Sean Murdock, Director, Finance and Administration presented the update.

##### **B. M2 Performance Assessment**

Francesca Ching, Measure M Program Manager presented the assessment.

##### **C. Staff Liaison Update**

Marissa Espino, Section Manager, Public Outreach presented the update.

#### **6. Environmental Oversight Committee Report**

Andrew Hamilton called for a report on the committee by Michael Neben.

#### **7. Committee Members Reports**

Andrew Hamilton spoke to the committee members requesting the following.

- 1) Read Measure M
- 2) Focus on compliance with the Measure
- 3) Remain independent of OCTA as an oversight committee.

**8. Public Comments**

No public comments were received.

**9. Adjournment**

Chair Andrew Hamilton adjourned the meeting at 6:08 p.m.

The next meeting will be held on December 10, 2024 at 5 p.m.

**Taxpayer Oversight Committee**

Fiscal Year 2024-2025

**Attendance Record**

X = Present		E = Excused Absence		* = Absence Pending Approval			U = Unexcused Absence		-- = Resigned			
Meeting Date	July	Aug.	10 Sept.	Oct.	Nov.	10 Dec	Jan.	Feb.	11 March	Apr.	May	10 Jun.
Naresh D. Patel			E									
Clayton D. King			X									
Monica Shin			X									
Jim Fuchs			X									
Michael Neben			X									
Kirk Watilo			X									
Jim Evans			X									
Robert Dorneman			E									
Tim Benson			X									
Mark W. Eisenberg			E									
Andrew Hamilton			X									

Absences Pending Approval		
Meeting Date	Name	Reason

*Action  
Items*



**ITEM 4A:**  
**M2 Quarterly Revenue and  
Expenditure Report**

**Measure M2**  
**Schedule of Revenues, Expenditures and Changes in Fund Balance**  
**as of September 30, 2024**  
**(Unaudited) Quarterly Report**

<i>(\$ in thousands)</i>	Quarter Ended Sept 30, 2024	Year to Date Sept 30, 2024	Period from Inception to Sept 30, 2024
	(A)	(A)	(B)
<b>Revenues:</b>			
Sales taxes	\$ 108,784	\$ 108,784	\$ 4,481,254
Other agencies' share of Measure M2 costs:			
Project related	1,648	1,648	862,072
Non-project related	-	-	454
Interest:			
Operating:			
Project related	1,072	1,072	8,175
Non-project related	8,790	8,790	122,057
Bond proceeds	754	754	101,700
Debt service	192	192	3,261
Commercial paper	-	-	393
Right-of-way leases			
Project related	133	133	1,850
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
Total revenues	<u>121,373</u>	<u>121,373</u>	<u>5,597,192</u>
<b>Expenditures:</b>			
Supplies and services:			
Sales tax administration fees	770	770	43,002
Professional services:			
Project related	1,995	1,995	581,568
Non-project related	36	36	39,902
Administration costs:			
Project related	3,349	3,349	133,959
Non-project related:			
Salaries and Benefits	1,176	1,176	46,033
Other	2,196	2,196	78,433
Other:			
Project related	38	38	6,824
Non-project related	24	24	5,486
Payments to local agencies:			
Project related	17,868	17,868	1,446,218
Capital outlay:			
Project related	4,114	4,114	2,405,510
Non-project related	-	-	31
Debt service:			
Principal payments on long-term debt	-	-	116,405
Interest on long-term debt and commercial paper	16,453	16,453	369,981
Total expenditures	<u>48,019</u>	<u>48,019</u>	<u>5,273,352</u>
Excess (deficiency) of revenues over (under) expenditures	<u>73,354</u>	<u>73,354</u>	<u>323,840</u>
<b>Other financing sources (uses):</b>			
Transfers out:			
Project related	50,295	50,295	(685,610)
Transfers in:			
Project related	575	575	364,963
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>50,870</u>	<u>50,870</u>	<u>438,916</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ 124,224</u>	<u>\$ 124,224</u>	<u>\$ 762,756</u>

**Measure M2**  
**Schedule of Calculations of Net Revenues and Net Financing Expenditures**  
**as of September 30, 2024**  
**(Unaudited) Quarterly Report**

(\$ in thousands)	Quarter Ended Sept 30, 2024 (actual)	Year to Date Sept 30, 2024 (actual) (C.1)	Period from Inception through Sept 30, 2024 (actual) (D.1)	Period from October 1, 2024 through March 31, 2041 (forecast) (E.1)	Total (F.1)
<b>Revenues:</b>					
Sales taxes	\$ 108,784	\$ 108,784	\$ 4,481,254	\$ 9,471,205	\$ 13,952,459
Operating interest	8,790	8,790	122,057	664,103	786,160
Subtotal	<u>117,574</u>	<u>117,574</u>	<u>4,603,311</u>	<u>10,135,308</u>	<u>14,738,619</u>
Other agencies share of M2 costs	-	-	454	-	454
Right-of-way leases	-	-	17	-	17
Miscellaneous	-	-	129	-	129
Total revenues	<u>117,574</u>	<u>117,574</u>	<u>4,603,911</u>	<u>10,135,308</u>	<u>14,739,219</u>
<b>Administrative expenditures:</b>					
Sales tax administration fees	770	770	43,002	73,205	116,207
Professional services	36	36	36,127	86,349	122,476
<b>Administration costs:</b>					
Salaries and Benefits	1,176	1,176	46,033	97,165	143,198
Other	2,196	2,196	78,433	165,137	243,570
Other	24	24	2,466	11,829	14,295
Capital outlay	-	-	31	-	31
Environmental cleanup	72	72	52,141	189,394	241,535
Total expenditures	<u>4,274</u>	<u>4,274</u>	<u>258,233</u>	<u>623,079</u>	<u>881,312</u>
Net revenues	<u>\$ 113,300</u>	<u>\$ 113,300</u>	<u>\$ 4,345,678</u>	<u>\$ 9,512,229</u>	<u>\$ 13,857,907</u>
<hr/>					
(C.2) (D.2) (E.2) (F.2)					
<b>Financing expenditures:</b>					
Debt interest expense	16,453	16,453	369,981	323,924	693,905
Professional services	-	-	3,775	-	3,775
Other	-	-	3,020	-	3,020
Total financing expenditures	<u>16,453</u>	<u>16,453</u>	<u>376,776</u>	<u>323,924</u>	<u>700,700</u>
<b>Interest revenue:</b>					
Interest revenue from bond proceeds	754	754	101,700	56,498	158,198
Interest revenue from debt service funds	192	192	3,261	4,696	7,957
Interest revenue from commercial paper	-	-	393	-	393
Total bond revenues	<u>946</u>	<u>946</u>	<u>105,354</u>	<u>61,194</u>	<u>166,548</u>
Net financing expenditures:	<u>\$ 15,507</u>	<u>\$ 15,507</u>	<u>\$ 271,422</u>	<u>\$ 262,730</u>	<u>\$ 534,152</u>

**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of September 30, 2024**  
**(Unaudited) Quarterly Report**

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Sept 30, 2024 (actual)	Expenditures Inception to Sept 30, 2024 (actual)	Reimbursements Inception to Sept 30, 2024 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Sept 30, 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	\$ 546,211	\$ 171,285	\$ 10,908	\$ 8,786	\$ 2,122
B	I-5 Santa Ana/SR-55 to El Toro	348,878	109,404	37,785	22,544	15,241
C	I-5 San Diego/South of El Toro	728,669	228,502	416,994	53,041	363,953
D	I-5 Santa Ana/San Diego Interchange Upgrades	299,835	94,025	3,186	527	2,659
E	SR-22 Garden Grove Freeway Access Improvements	139,458	43,732	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	425,347	133,384	128,563	49,260	79,303
G	SR-57 Orange Freeway Improvements	300,649	94,280	59,015	15,069	43,946
H	SR-91 Improvements from I-5 to SR-57	162,701	51,021	34,961	824	34,137
I	SR-91 Improvements from SR-57 to SR-55	484,036	151,788	72,682	69,959	2,723
J	SR-91 Improvements from SR-55 to County Line	409,310	128,355	18,583	17,094	1,489
K	I-405 Improvements between I-605 to SR-55	1,246,755	390,967	1,689,035	303,425	1,385,610
L	I-405 Improvements between SR-55 to I-5	371,540	116,511	9,249	6,954	2,295
M	I-605 Freeway Access Improvements	23,243	7,289	8,601	16	8,585
N	All Freeway Service Patrol	174,323	54,666	11,960	-	11,960
	Freeway Mitigation	297,945	93,432	62,612	9,021	53,591
	Subtotal Projects	5,958,900	1,868,641	2,564,139	556,520	2,007,619
	Net Finance Expenditures	-	-	186,305	-	186,305
	<b>Total Freeways</b>	<b>\$ 5,958,900</b>	<b>\$ 1,868,641</b>	<b>\$ 2,750,444</b>	<b>\$ 556,520</b>	<b>\$ 2,193,924</b>
	<b>%</b>					<b>51.9%</b>
<b>Street and Roads Projects (32% of Net Revenues)</b>						
O	Regional Capacity Program	\$ 1,385,808	\$ 434,573	\$ 821,860	\$ 507,884	\$ 313,976
P	Regional Traffic Signal Synchronization Program	554,299	173,822	120,910	23,338	97,572
Q	Local Fair Share Program	2,494,423	782,222	754,547	77	754,470
	Subtotal Projects	4,434,530	1,390,617	1,697,317	531,299	1,166,018
	Net Finance Expenditures	-	-	54,588	-	54,588
	<b>Total Street and Roads Projects</b>	<b>\$ 4,434,530</b>	<b>\$ 1,390,617</b>	<b>\$ 1,751,905</b>	<b>\$ 531,299</b>	<b>\$ 1,220,606</b>
	<b>%</b>					<b>28.9%</b>

**Measure M2**  
**Schedule of Revenues and Expenditures Summary**  
**as of September 30, 2024**  
**(Unaudited) Quarterly Report**

Project Description	Total Net Revenues	Net Revenues	Expenditures	Reimbursements	(J) - (K) = (L)
	Inception to March 31, 2041 (actual) + (forecast)	Inception to Sept 30, 2024 (actual)	Inception to Sept 30, 2024 (actual)	Inception to Sept 30, 2024 (actual)	Net M2 Cost Inception to Sept 30, 2024 (actual)
(G)	(H)	(I)	(J)	(K)	(L)
<i>(\$ in thousands)</i>					
<b>Transit Projects (25% of Net Revenues)</b>					
R High Frequency Metrolink Service	\$ 1,382,121	\$ 420,828	\$ 463,896	\$ 99,559	\$ 364,337
S Transit Extensions to Metrolink	1,223,332	383,623	221,018	2,133	218,885
T Metrolink Gateways	70,831	40,567	98,220	60,956	37,264
U Expand Mobility Choices for Seniors and Persons with Disabilities	480,525	144,920	139,755	88	139,667
V Community Based Transit/Circulators	277,085	86,891	21,664	1,998	19,666
W Safe Transit Stops	30,583	9,591	1,539	26	1,513
Subtotal Projects	3,464,477	1,086,420	946,092	164,760	781,332
Net Finance Expenditures	-	-	30,529	-	30,529
<b>Total Transit Projects</b>	<b>\$ 3,464,477</b>	<b>\$ 1,086,420</b>	<b>\$ 976,621</b>	<b>\$ 164,760</b>	<b>\$ 811,861</b>
<b>%</b>					<b>19.2%</b>
<b>Measure M2 Program</b>	<b>\$ 13,857,907</b>	<b>\$ 4,345,678</b>	<b>\$ 5,478,970</b>	<b>\$ 1,252,579</b>	<b>\$ 4,226,391</b>

Project Description	Total Net Revenues	Net Revenues	Expenditures	Reimbursements	Net M2 Cost
	Inception to March 31, 2041 (actual) + (forecast)	Inception to Sept 30, 2024 (actual)	Inception to Sept 30, 2024 (actual)	Inception to Sept 30, 2024 (actual)	Inception to Sept 30, 2024 (actual)
(G)	(H.1)	(I.1)	(J)	(K)	(L)
<i>(\$ in thousands)</i>					
<b>Environmental Cleanup (2% of Revenues)</b>					
X Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 294,772	\$ 92,066	\$ 52,141	\$ 311	\$ 51,830
Net Finance Expenditures	-	-	-	-	-
<b>Total Environmental Cleanup</b>	<b>\$ 294,772</b>	<b>\$ 92,066</b>	<b>\$ 52,141</b>	<b>\$ 311</b>	<b>\$ 51,830</b>
<b>%</b>					<b>1.1%</b>
<b>Taxpayer Safeguards and Audits</b>					
Collect Sales Taxes (1.5% of Sales Taxes)	\$ 209,287	\$ 67,219	\$ 43,002	\$ -	\$ 43,002
<b>%</b>					<b>1.0%</b>
Oversight and Annual Audits (1% of Revenues)	\$ 147,386	\$ 46,033	\$ 46,033	\$ (0)	\$ 46,033
<b>%</b>					<b>1.0%</b>

*Presentation  
Items*

**ITEM 5A:  
Sales Tax Forecast**



**September 25, 2024**

**To:** Finance and Administration Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** 2024 Measure M2 Sales Tax Forecast

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

**Overview**

The Orange County Transportation Authority contracts with MuniServices, LLC and three universities to forecast Measure M2 taxable sales. MuniServices, LLC and the three universities have each provided updated forecasts and staff have incorporated the new information into the annual update for the long-range forecast of Measure M2 taxable sales.

**Recommendation**

Receive and file as an information item.

**Background**

On March 28, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to forecast the total Measure M2 (M2) taxable sales by utilizing MuniServices, LLC (MuniServices) forecasted taxable sales growth rates for the first five years of the forecast period, and average growth rates based on forecasted taxable sales from three universities: Chapman University (Chapman), California State University, Fullerton (CSUF), and University of California, Los Angeles (UCLA), for the remaining years of M2.

OCTA received the final M2 sales tax payment for fiscal year (FY) 2023-24 in August 2024 and has prepared the 2024 M2 sales tax forecast.

**Discussion**

Total gross M2 sales tax receipts for FY 2023-24 are \$431.4 million, which decreased by 1.8 percent compared to the prior FY. The 2024 M2 sales tax forecast was completed incorporating the final sales tax receipts for FY 2023-24 and the updated sales tax forecasts provided by MuniServices, CSUF, Chapman, and UCLA. The new forecast projects sales tax available to support



the M2 program to be \$14 billion over the 30-year period. This represents a year-over-year decrease of \$0.8 billion in forecasted sales tax when compared to last year's forecast of \$14.8 billion.

The MuniServices forecast includes the five-year period from FY 2024-25 through FY 2028-29. The average annual sales tax growth rate over that period based on the MuniServices forecast is 2.7 percent. The three-university average annual growth rate for the remaining years (FY 2029-30 through FY 2040-41) is 3.3 percent and the average annual growth rate over the entire forecast period is 3.2 percent.

Staff will continue to monitor the short- and long-term impacts of several variables on M2 sales tax revenues. These variables include inflation, interest rates, and Orange County's population growth. Staff will also determine the impacts of the updated M2 sales tax forecast to M2 programs and projects and return to the Board in November 2024 with an updated Next 10 Delivery Plan.

**Summary**

OCTA has finalized sales tax receipts for FY 2023-24 and completed the 2024 M2 sales tax forecast based on updated sales tax forecasts from MuniServices, CSUF, Chapman, and UCLA. It is anticipated that the total sales tax available to support the M2 program will be \$14 billion. This represents a year-over-year decrease of \$0.8 billion in sales tax when compared to last year's forecast of \$14.8 billion. Staff will determine the impacts of the forecast to M2 programs and projects and return to the Board in November 2024 with an updated Next 10 Delivery Plan.

**Attachment**

- A. Orange County Transportation Authority M2 Sales Tax Revenue Forecast – 2024

**Prepared by:**



Sam Kaur  
Department Manager,  
Revenue Administration  
(714) 560-5889

**Approved by:**



Andrew Oftelie  
Chief Financial Officer,  
Finance and Administration  
(714) 560-5649



**Orange County Transportation Authority**  
**M2 Sales Tax Revenue Forecast - 2024**  
*In Nominal Dollars*

		Chapman		UCLA		CSUF		MuniServices		Board-Approved Forecast	
Fiscal Year	Actual Growth	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Growth Rate	Gross Sales Tax	Blended Growth Rate
Actuals	2011 *	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-	61,756,868	-
	2012	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-	250,892,931	-
	2013	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-	266,384,076	-
	2014	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-	279,599,946	-
	2015	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-	291,615,675	-
	2016	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-	300,944,523	-
	2017	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-	308,768,664	-
	2018	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-	321,480,529	-
	2019	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-	332,358,188	-
	2020	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-	317,963,821	-
	2021	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-	345,345,181	-
	2022	424,896,566	-	424,896,566	-	424,896,566	-	424,896,566	-	424,896,566	-
	2023	439,123,114	-	439,123,114	-	439,123,114	-	439,123,114	-	439,123,114	-
2024	431,412,458	-	431,412,458	-	431,412,458	-	431,412,458	-	431,412,458	-	
Short-Term	2025	441,874,587	2.4%	444,527,306	3.0%	442,017,892	2.5%	443,747,029	2.9%	443,747,029	2.9%
	2026	458,738,242	3.8%	461,775,880	3.9%	455,164,808	3.0%	457,067,995	3.0%	457,067,995	3.0%
	2027	475,544,266	3.7%	480,010,511	3.9%	469,535,206	3.2%	470,080,316	2.8%	470,080,316	2.8%
	2028	492,711,341	3.6%	501,427,659	4.5%	485,322,734	3.4%	482,305,531	2.6%	482,305,531	2.6%
	2029	510,130,156	3.5%	523,230,369	4.3%	501,965,639	3.4%	493,757,374	2.4%	493,757,374	2.4%
Long-Term	2030	528,245,635	3.6%	544,861,886	4.1%	518,245,787	3.2%			511,744,382	3.6%
	2031	546,986,461	3.5%	566,421,592	4.0%	533,560,918	3.0%			529,586,942	3.5%
	2032	566,367,146	3.5%	588,309,021	3.9%	549,097,922	2.9%			547,803,460	3.4%
	2033	586,562,581	3.6%	610,613,923	3.8%	565,520,603	3.0%			566,699,010	3.4%
	2034	607,248,249	3.5%	632,923,602	3.7%	582,738,917	3.0%			586,013,856	3.4%
	2035	628,984,659	3.6%	655,552,044	3.6%	599,858,959	2.9%			605,728,487	3.4%
	2036	651,394,540	3.6%	678,807,591	3.5%	616,937,260	2.8%			625,833,411	3.3%
	2037	674,761,100	3.6%	702,764,187	3.5%	633,982,402	2.8%			646,442,609	3.3%
	2038	698,691,366	3.5%	727,522,716	3.5%	650,652,996	2.6%			667,342,110	3.2%
	2039	723,541,022	3.6%	752,882,117	3.5%	667,046,403	2.5%			688,612,195	3.2%
	2040	749,428,255	3.6%	778,349,321	3.4%	683,584,802	2.5%			710,280,133	3.1%
2041 *	582,153,326	3.6%	602,877,985	3.3%	524,894,590	2.4%			549,096,764	3.1%	
<b>Total</b>		<b>\$ 14,295,905,469</b>	<b>3.5%</b>	<b>\$ 14,625,400,251</b>	<b>3.7%</b>	<b>\$ 13,852,670,378</b>	<b>2.9%</b>			<b>\$ 13,954,684,143</b>	<b>3.2%</b>

\* Fiscal year 2011 includes sales tax receipts for one quarter and fiscal year 2041 represents forecasted sales tax receipts for three quarters.

**ITEM 5B: 2024  
Update: Next 10  
Delivery Plan**



**November 4, 2024**

**To:** Executive Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Measure M2 2024 Update: Next 10 Delivery Plan

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

### **Overview**

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

### **Recommendations**

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

### **Background**

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one half-cent sales tax for transportation improvements. Effective in 2011, the Plan provides a 30-year program of investments across a broad range of transportation and environmental initiatives and a governing ordinance that defines the requirements for implementing the Plan. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that OCTA's contract with

the voters is followed. The M2 Plan defines the general scope of the programs and projects that are to be delivered within four primary categories: freeways, streets and roads, transit, and environmental programs. The M2 Plan summary page is included as Attachment A.

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

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

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

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

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

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

### ***Discussion***

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

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

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

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

### Freeway Program

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

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

### Streets and Roads Program

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

## Transit Program

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

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

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

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



Project U is made up of three programs: Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program. While all three programs adjust to available revenue, the Fare Stabilization Program requires a minimum level of funding, which presented a challenge when sales tax revenues significantly decreased. OCTA proactively addressed this challenge with an early amendment to the M2 Ordinance to provide additional funding by transferring the savings from completed transit projects to this program. The 2024 Next 10 Plan projects adequate and stable funding for all three Project U programs through 2041.

Both Project V and Project W are funded on a pay-as-you-go basis. OCTA continues to communicate with local cities to support successful Project V services and to evaluate opportunities for future service additions. On September 13, 2024, the Board approved programming recommendations for the fifth Project V call, which allows successful services to continue or expand and funds some new services. Through Project W, OCTA will continue to have the capacity to invest in amenities at the County's busiest transit stops.

#### Environmental Cleanup Program

The Environmental Cleanup Program (ECP) also adjusts to available revenues and is funded on a pay-as-you-go basis. ECP projects prevent the flow of trash and debris into waterways. The 2024 Next 10 Plan assumes continued commitment to annual Tier 1 calls for water quality spot-improvement grants. Timing of Tier 2 calls for larger scale, system-level improvements will be evaluated based on project success, local jurisdiction interest, and detailed cash flow analysis.

#### Key Risks and Actions to Protect M2 Delivery

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. A table of risks is included on pages six through eight in Attachment B, with the two key risks highlighted below.

- Financial – The 2024 30-year sales tax revenue forecast of \$14 billion represents a decrease compared to prior year forecast. As the M2 program matures, the delivery of more projects will reduce the likelihood of projects being impacted by economic fluctuations. However, it is important to recognize that 17 years of M2 delivery remain; outstanding M2 projects will need to contend with future financial impacts. Additionally, as M2 freeway projects are nearing completion of the design phase or in construction, project cost estimates have a higher level of engineering. As these project costs are revised, they will capture current material and labor costs which experienced extraordinarily high inflation from 2021 through 2023.

Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed, as well as future, state funding opportunities for the M2 Freeway Program. These policies are more suited for the advancement of transit projects where OCTA has more flexibility in defining the scale of project scopes. However, external funding opportunities for transit capital projects are contingent on developing plans to sustain the ongoing operational cost of such services as the grants primarily fund the initial capital costs. As such, managing the costs of the near-term projects is critical. Future updates of the Next 10 Plan may include the outcome of transit project development activities to leverage external funding opportunities.

- **Regulatory** – Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, such as travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. The majority of M2 freeway projects, where this risk could manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery. This risk is compounded by the fact that the current rules do not permit OCTA to take credit for M2-funded services such as regional rail service or community-based transit circulators as complementary measure to deliver balanced mobility solutions.
- **Climate** – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the LOSSAN rail corridor. These events have required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located in Orange County, this rail corridor is vital for Metrolink, state-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Camp Pendleton. The long-term solution will require collaboration from key stakeholders to develop and implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

Updated revenue assumptions and commitments result in a delivery plan that ensures the M2 promises to voters are upheld. This balanced plan not only allows OCTA to maintain current commitments but will also allow OCTA to weather reasonable changes to cost or revenues in the future while reducing reliance on debt financing.

**Summary**

Staff has reviewed and updated the Next 10 Plan with the \$14 billion sales tax revenue forecast, revised external funding, and refined project information. Strategic financial decisions to date result in a delivery plan that fulfills OCTA's commitment to the voters of Orange County. The 2024 updated Next 10 Plan is presented for Board review and approval.

**Attachments**

- A. Measure M Investment Summary
- B. 2024 Update, Next 10 Delivery Plan, 2025-2034, Draft
- C. 2024 Updated Next 10 Delivery Plan, Measure M2 Investments
- D. 2024 Updated Next 10 Delivery Plan, Progress on Deliverables

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## Measure M Investment Summary

LOCATION		PROJECTS	COSTS 2005 estimates in millions	
<b>Freeway Projects (in millions)</b>			<b>\$4,871.1</b>	
I-5	Santa Ana Freeway Interchange Improvements	A	\$470.0	
I-5	Santa Ana/San Diego Freeway Improvements	B C D	1,185.2	
SR-22	Garden Grove Freeway Access Improvements	E	120.0	
SR-55	Costa Mesa Freeway Improvements	F	366.0	
SR-57	Orange Freeway Improvements	G	258.7	
SR-91	Riverside Freeway Improvements	H I J	908.7*	
I-405	San Diego Freeway Improvements	K L	1,392.5*	
I-605	Freeway Access Improvements	M	20.0	
All	Freeway Service Patrol	N	150.0	
<b>Streets &amp; Roads Projects (in millions)</b>			<b>\$3,625.0</b>	
	Regional Capacity Program	O	\$1,132.8	
	Regional Traffic Signal Synchronization Program	P	453.1	
	Local Fair Share Program	Q	2,039.1	
<b>Transit Projects (in millions)</b>			<b>\$2,832.0</b>	
	High Frequency Metrolink Service	R	\$1,129.8*	
	Transit Extensions to Metrolink	S	1,000.0	
	Metrolink Gateways	T	57.9*	
	Expand Mobility Choices for Seniors and Persons with Disabilities	U	392.8*	
	Community Based Transit/Circulators	V	226.5	
	Safe Transit Stops	W	25.0	
<b>Environmental Cleanup (in millions)</b>			<b>\$237.2</b>	
	Clean Up Highway and Street Runoff that Pollutes Beaches	X	\$237.2	
<b>Taxpayer Safeguards and Audits (in millions)</b>			<b>\$296.6</b>	
	Collect Sales Taxes (State charges required by law)		\$178.0	
	Oversight and Annual Audits		118.6	
<b>Total (2005 dollars in millions)</b>			<b>\$11,861.9</b>	

\*Asterisk notes project estimates that have been amended since 2006.



DRAFT

# NEXT 10

## DELIVERY PLAN

2025-2034



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UPDATE

On November 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) will consider adoption of the Draft 2024 Updated Next 10 Delivery Plan (Next 10 Plan). The 2024 update shifts the timeframe of the Next 10 Plan from fiscal year (FY) 2022-23 through FY 2031-32 to FY 2024-25 through FY 2033-34. As such, commitments have been reviewed and adjusted accordingly. The draft 2024 Updated Next 10 Plan also incorporates refined project information including cost estimates, schedules, and available external funding.

Printed November 2024

For the latest version of the Next 10 Plan,  
including any edits or corrections,  
please visit: [www.octa.net/Next10](http://www.octa.net/Next10)

For status updates on M2 projects and programs,  
including quarterly progress reports,  
please visit: [www.octa.net/m2](http://www.octa.net/m2)

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# Next 10 Plan Table of Contents

## I. Development of Next 10 Plan

1.1.	Introduction .....	3
1.2.	2024 Review.....	5
1.3.	Next 10 Plan Delivery Risks .....	5
1.4.	Guiding Principles .....	8
1.5.	Updated Next 10 Plan Deliverables .....	9
1.6.	Oversight and Safeguards .....	14
1.7.	Sustainable Communities Strategy.....	14
1.8.	Updated Next 10 Plan Funding Assumptions.....	16
1.9.	Financing.....	17
1.10.	Future Outlook.....	18

## II. Measure M2 Transportation Investment Plan

2.1.	Freeway Program.....	21
	Map of Freeway Program .....	25
	Project Schedules .....	26
	Freeway Environmental Mitigation Program .....	68
2.2.	Streets and Roads Program .....	71
	Map of Freeway Programs .....	73
	Funding Chart.....	74
2.3.	Transit Programs.....	83
	Map of Transit Projects.....	85
	Project Schedules .....	86
2.4.	Environmental Cleanup Program.....	101
	Project Schedules.....	103

## III. Appendix

3.1.	Next 10 Plan Funding Assumptions.....	111
3.2.	Common Abbreviations .....	115
3.3.	Exhibit List.....	117

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20  
24  
UPDATE

# NEXT 10

OC  
GO

## DELIVERY PLAN

### I. DEVELOPMENT OF NEXT 10 PLAN

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## 1.1. Introduction

Voters initially endorsed Measure M (M1) in 1990 with a sunset in 2011. On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the Renewed Measure M (M2) Transportation Investment Plan (Plan) to continue the one-half cent sales tax for transportation improvements. With the approval of M2, the voters agreed to a continued investment of local tax dollars in Orange County’s transportation infrastructure for another 30 years to 2041.

Since M2 (also branded externally as OC Go) approval, the OCTA Board has continued to pursue the expeditious implementation of M2 through the adoption of delivery plans. These delivery plans validate OCTA’s ability to deliver the entire slate of M2 Plan elements, outline a near-term work plan to promote effectiveness and efficiency, establish a common understanding among M2 stakeholders, set a baseline upon which future changes are measured, and provide the basis for the preparation of OCTA’s annual budgets for capital projects. They are developed based on three fundamental principles: to fulfill the commitments as promised to the voters, ensure fiscal sustainability, and implement projects and programs effectively and expeditiously. The goal is to bring transportation improvements to Orange County residents and commuters earlier, and as appropriate, address changes in sales tax revenue projections through strategic financing and augmenting the M2 Program with external revenue.

To date, there have been three delivery plans: Early Action Plan (EAP) adopted in 2007, M2020 Plan adopted in 2012 (intended to go through 2020), and the Next 10 Plan adopted on November 14, 2016. Due to significant changes in sales tax revenue projections, the M2020 Plan was replaced after four years with the Next 10 Plan that covered FY 2016-17 through FY 2025-26. The Next 10 Plan was last updated in 2023 and spanned FY 2022-23 to FY 2031-32. The intent is for the Next 10 Plan to be a living document with delivery time frames shifted every two years to ensure revenue and project information stay current. The 2024 update spans FY 2024-25 to FY 2033-34.

To ensure and reconfirm the ability to deliver M2 through 2041, annual reviews and updates of the Next 10 Plan have taken place incorporating changes in sales tax revenue forecast assumptions, external revenue, and project cost and schedule refinement.

A summary of the adopted Next 10 Plan and annual updates of the base assumptions follow:

- The 2016 adopted Next 10 Plan set M2 project and program priorities based on a revenue forecast of \$14.2 billion through 2041. The Next 10 Plan revenues were augmented by net excess 91 Express Lanes revenue, in an amount not to exceed the project costs for two eligible projects on State Route 91 (SR-91) – Project I between State Route 57 (SR-57) and State Route 55 (SR-55) and Project J between State Route 241 (SR-241) and the Riverside County Line. Net excess 91 Express Lanes revenue is designated for improvements on the SR-91 corridor.

- The 2017 update incorporated a revised \$13.5 billion revenue forecast and required bonding adjustments and inclusion of the full amount of eligible excess 91 Express Lanes revenue. The update also designated Project I as one of the priority projects for advancement through construction.
- The 2018 update incorporated a revised \$13.1 billion revenue forecast offset by an early \$300 million increase in captured external revenue. The update also responded to construction market concerns of potential project cost increases in the freeway program by incorporating a program level line item for economic uncertainty to ensure OCTA could weather fluctuations in M2 revenue receipts. The 2018 update anticipated up to four bond issuances during the Next 10 Plan period to accommodate market changes if necessary.
- The 2019 update incorporated a revised \$13.4 billion revenue forecast, which was the first increase in the M2 forecast since 2014. The increase was driven by the growing economy and the implementation of the Wayfair decision in California. The Wayfair related legislation enabled the collection of sales tax for out-of-state transactions. As a result of the decision, increased sales tax receipts were incorporated in the short-term forecast provided by MuniServices, LLC, which increased the overall long-term forecast.
- The 2020 update incorporated a revised \$11.6 billion revenue forecast, the lowest since M2 inception. The substantial decrease was driven by uncertainties regarding the economic impacts of the coronavirus (COVID-19) pandemic. The update also shifted the time frame from FY 2016-17 through FY 2025-26 to FY 2020-21 through FY 2029-30 for more strategic, forward-thinking planning and adjusted commitments as appropriate. To maintain progress on near-term projects and ready additional projects for delivery per Board direction, one bond issuance was anticipated.
- The 2021 update incorporated a revised \$13.2 billion revenue forecast. While the COVID-19 pandemic negatively impacted sales tax revenues through the first half of FY 2020-21, the second half of the FY showed tremendous growth as the Orange County economy began emerging from the pandemic. Sales tax collections for FY 2021-22 grew by 8.6 percent to \$345 million. As a result of higher sales tax collections, the 2021 update reduced the amount of the one bond issuance anticipated.
- The 2022 update incorporated a revised \$15 billion revenue forecast. Orange County's economy continued to strongly emerge from the COVID-19 pandemic. Sales tax collections for FY 2021-22 grew by 23 percent to \$424 million. As a result of the higher sales tax collections, the 2022 update eliminated the one bond issuance with no additional bonding anticipated through 2041.
- The 2023 update incorporated a revised \$14.8 billion revenue forecast. Although sales tax collections for FY 2022-23 grew by 3.35 percent to \$439 million, which is the highest annual sales tax collection for M2, construction market conditions indicate a tempering inflationary environment. The 2023 update maintained no additional bonding assumptions through 2041.

## 1.2. 2024 Review

The 2024 M2 sales tax revenue forecast of \$14.0 billion was presented to the Board on October 14, 2024. This represents a -5.4 percent, or a \$800 million decrease from what was assumed in the 2023 Next 10 Plan. Sales tax collections for FY 2023-24 decreased by 1.8 percent to \$431 million, compared to the prior FY. Future year annual growth rates are forecasted to average approximately 3.2 percent. While a reduction in sales tax revenues affects the M2 Program as a whole, in most areas of the M2 Plan, programs can be scaled to available revenues.

Staff has reviewed and updated the cash flow for the complete M2 Plan of projects and programs. The 2024 update incorporates the latest M2 sales tax revenue forecast, current programmed external revenues, revised bonding assumptions, and refined project information. Through this process, staff confirms that the M2 Program remains deliverable; however, this update continues to emphasize that Metrolink operations require close monitoring.

## 1.3. Next 10 Plan Delivery Risks

Delivering a major program such as M2 is not without challenges. OCTA remains cognizant and continues to monitor delivery risks. Three key risks are highlighted below.

**Financial** – The 2024 sales tax revenue forecast of \$14.0 billion represents a \$800 million year-over-year decrease. While this may not affect the M2 programs that can scale to available revenue, programs that cannot do so easily such as Metrolink may be impacted. Additionally, 17 years of M2 delivery remain; fluctuations in economic conditions may affect future sales tax revenue forecasts.

**Current external funding commitments** are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for highway projects are uncertain. State transportation policies continue to shift towards projects that reduce automobile travel, which could affect access to currently programmed as well as future state funding opportunities for the M2 Freeway Program.

**Regulatory** – Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process. The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals, but if the approvals require a review or revision, these new requirements could impact delivery.

**Climate** – Over the past several years, coastal storm surges, combined with several other environmental factors, have damaged the Los Angeles – San Diego - San Luis Obispo rail corridor. These events required increased maintenance and emergency repairs to stabilize the rail infrastructure. The emergency repairs have also led to intermittent service loss and delays. Although the affected portion of the railroad tracks in the City of San Clemente is located in Orange County, this rail corridor is vital for State-supported intercity rail (Pacific Surfliner), freight connection to the Port of San Diego, and plays a strategic role in the operations of Camp Pendleton. The long-term solution will require collaboration from key stakeholders to develop and implement. OCTA will be an active participant in the process; future implications to M2 with respect to service levels or costs are unknown at this time.

A summary of risks, explanations, and suggested management actions are included in Exhibit 1. These are tracked, updated, and included in the M2 Quarterly Progress Reports presented to the Board throughout the year.

**EXHIBIT 1: SUMMARY OF DELIVERY RISKS**

Risk		Explanation	Action
	<b>Moderate</b>		<b>One to Watch</b>
<b>Financial</b>			
1	Sales tax revenues are driven by economic conditions. The 2024 M2 revenue forecast is \$14.0 billion, which represents a \$800 million (-5.4 percent) year-over-year decrease from the 2023 forecast.	While the 2024 M2 sales tax revenue forecast is lower, in most areas of the M2 Plan, programs can be scaled to available revenues. Additionally, 17 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure delivery of M2 as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2024 Next 10 Plan, but prospects of future revenues for freeway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2024 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis anticipates a tempering of inflationary pressures in 2025, 2026, and 2027, and a softening macroeconomy. This is due to a decline in building permits and an increase in California unemployment rates. Additionally, construction materials costs and labor have increased.	The Next 10 Plan Market Conditions Forecast and Risk Analysis report is updated biannually and provides a three-year look ahead. OCTA will continue to monitor bid results and market conditions affecting project costs.
4	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.



Risk	Explanation	Action
<p>5 Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.</p>	<p>COVID-19 altered travel behavior, which has affected ridership and farebox revenues. The cost of Metrolink service continues to grow as contracted rates increase, the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.</p>	<p>External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns but increasing operational costs and slow ridership recovery affect long-term sustainability. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.</p>
<b>Resource</b>		
<p>6 Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.</p>	<p>The fall 2024 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects an increase in unemployment rates. This may temper costs and reduce delivery risk.</p>	<p>OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.</p>
<p>7 New operational responsibilities with the OC Streetcar.</p>	<p>With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.</p>	<p>To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.</p>

Climate			
8	Climate-related hazards could affect M2 investments.	OCTA has experienced hazards affecting M2 investments. Wildfires present a continual risk to the M2 Environmental Mitigation Program (EMP) Preserves and restoration projects that have not been completed and approved by the Wildlife Agencies. Additionally, tidal events, ocean currents and waves, storm surges, and slope movement affect OCTA's railroad track in south Orange County.	OCTA has developed Fire Management Plans (FMP) for the Preserves purchased as part of the M2 Freeway EMP. Additionally, OCTA has initiated a planning study to identify immediate as well as short- and medium-term solutions to address rail infrastructure protection in south Orange County.
Regulatory			
9	Changing federal and state directives could affect M2 freeway project approvals.	Current state planning and project approval policies place great emphasis on reducing travel by automobile and encourage project alternatives that promote short trips where possible, travel by transit, bicycling or walking, and use of zero-emission vehicles. These requirements will affect the project environmental review process.	The majority of M2 freeway projects, where this risk would manifest itself, have obtained the necessary approvals. If the approvals require a review or revision, these new requirements could impact delivery.

## 1.4. Guiding Principles

During the development of the EAP, guiding principles were established that set direction for staff on establishing priorities for freeway project delivery. These guiding principles continue to instruct us and were used to identify projects to recommend moving from the environmentally cleared/shelf-ready list to advancement through construction.

- Project Readiness
- Congestion Relief and Demand
- External Funding Availability
- Public Opinion and Support
- Project Sequencing and Connectivity
- Project Duration

## 1.5. Updated Next 10 Plan Deliverables

Significant M2 progress and accomplishments have been made since 2007. The 2024 update of the Next 10 Plan confirms that M2 can be delivered consistent with the commitment to voters, however, Metrolink operations still require close monitoring. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from FY 2024-25 through FY 2033-34, equating to approximately \$5.6 billion invested to improve the local transportation system.

### Freeways

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

**Status:** The M2 Freeway Program is currently made up of 30 projects/project segments of which 14 have been completed to date. Deliverable 1 includes 13 projects to be delivered through construction. Exhibit 2 reflects the projects along with latest phase, schedule and cost information. For more details, see updates in Section 2.1.

EXHIBIT 2: PHASE, SCHEDULE, AND COST FOR DELIVERABLE 1 PROJECTS

In Construction		Construction Complete	Cost*
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2025	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/ La Paz Road Interchange	2024	\$230.3
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$209.3
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	SR-55 between Interstate 405 (I-405) and I-5	2027	\$505.7
		Subtotal	\$1,187.1
In Design		Construction Complete	Cost*
5. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
6. Project B	I-5 between Yale Avenue and SR-55	2029	\$258.2
7. Project F	SR-55 between I-5 and SR-91	2029	\$131.3
8. Project G	SR-57 Northbound from Orangewood Avenue to Katella Avenue	2028	\$114.9
9. Project I	SR-91 between SR-55 and Lakeview Avenue	2028	\$134.0
10. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4

In Design		Construction Complete	Cost*
11. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$238.5
12. Project M	I-605 Katella Avenue Interchange	2026	\$49.7
		Subtotal	\$1,365.5
In Environmental		Construction Complete	Cost*
13. Project J	SR-91 between SR-241 and Orange/Riverside County Line	2030	\$161.8 <sup>1,2</sup>
		<b>Deliverable 1 Total</b>	<b>\$2,714.4</b>

\*Cost in millions

The completion of these 13 projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program. For more details, see program updates in Section 2.1.

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

**Status:** The three remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2034, making them shelf-ready for future advancement. Exhibit 3 reflects these projects with updated environmental clearance schedules and estimated costs. For more details, see program updates in Section 2.1.

EXHIBIT 3: ENVIRONMENTAL CLEARANCE SCHEDULE AND COST FOR DELIVERABLE 2 PROJECTS

Remaining Projects		Environmentally Clear Shelf-Ready	Cost*
1. Project D	I-5 El Toro Road Interchange	2026	\$120.5 <sup>2,1</sup>
2. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2029	\$226.0 <sup>2</sup>
3. Project L	I-405 between I-5 and SR-55	2018	\$269.6 <sup>0,0</sup>
		<b>Remaining M2 Freeway Projects Total</b>	<b>\$616.1<sup>30</sup></b>

\*Cost in millions

<sup>1</sup> Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

<sup>2</sup> These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

<sup>3</sup> The total will be revised once the two remaining projects (Project D and G) have a selected project alternative and complete environmental clearance.

## Streets and Roads

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

**Status:** Since inception, OCTA has awarded approximately \$556.6 million in competitive funding through the Regional Capacity Program (RCP {Project O}) and Regional Traffic Signal Synchronization Program (RTSSP {Project P}) through annual competitive calls for projects (call). Additionally, \$736.3 million<sup>4,5</sup> in Local Fair Share (LFS {Project Q}) funds have been distributed to local jurisdictions. For more details, see program updates in Section 2.2.

## Transit

- 4. Maintain Metrolink service (Project R).**

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

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to COVID-19. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or additional external funds, the current service cannot be sustained beyond FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

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

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<sup>4</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>5</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.

Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time. OCTA will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

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

**Status:** The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include installation of all tracks and overhead contact system poles, continued installation of overhead wires, train warning, and gate systems, and continued construction of the Maintenance and Storage Facility (MSF). All eight cars are complete and are in storage at the vehicle manufacturer’s storage facility. Construction is anticipated to be complete to begin revenue operations in late 2025. For more details, see project updates in Section 2.3.

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

**Status:** Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$134.7 million<sup>6,7</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 (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit. For more details, see program updates in Section 2.3.

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

**Status:** Since inception, OCTA has approved 49 projects and ten planning studies totaling approximately \$96.1 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 17 projects are active, 15 are planned, 13 have been cancelled (primarily due to low ridership), and four have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see program updates in Section 2.3.

<sup>6</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>7</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.



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

**Status:** Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 59 improvements have been completed, 53 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency. For more details, see program updates in Section 2.3.

**Environmental**

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

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

OCTA makes annual endowment deposits of approximately \$2.9 million. As of June 30, 2024, the endowment balance was \$28,424,735. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. For more details, see program updates in Section 2.1.

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

**Status:** In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$40.3 million in funding for 233 Tier 1 projects through 14 calls and \$34.9 million for 26 Tier 2 projects through three calls. For more details, see ECP updates in Section 2.4.

## 1.6. Oversight and Safeguards

The 2024 Next 10 Plan is taking place with the full oversight and regular reporting promised to the voters. Regular progress reports on implementing the Next 10 Plan are included in the M2 Quarterly Progress Reports that are prepared for the Board. These reports are included on the OCTA website to ensure accessibility and transparency of the information. Contact information for the OCTA staff member responsible for each program or project is also included.

Additionally, as specified in Ordinance No. 3 (M2 Ordinance), Section 10, there will be three performance assessments conducted during the Next 10 Plan time frame. Performance assessments are to be conducted at least once every three years to evaluate the efficiency, effectiveness, economy, and program results of OCTA in satisfying the provisions and requirements of the M2 Plan and M2 Ordinance. These assessments will take place during 2027, 2030, and 2034. The most recent performance assessment covering FY 2017-18 through FY 2020-21 was completed and presented to the Board in April 2022. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. The performance assessment covering FY 2021-22 through FY 2023-24 is currently underway and is anticipated to be presented to the Board in early 2025.

Also included in the M2 Ordinance, Section 11, is a ten-year comprehensive review of M2 programs and projects, which will be completed during the Next 10 Plan time frame. Due to the early initiation of project development activities prior to the start-up of revenue collection in 2011, the first review was completed in 2015. A second review is underway and is anticipated to be presented to the Board in late 2025. The ten-year review includes a comprehensive review of all projects and programs implemented under the M2 Plan to evaluate the performance of the overall program and may result in revisions to further improve performance.

## 1.7. Sustainable Communities Strategy

It is important to note that M2 also supports and enhances the ability of OCTA to support the regional Sustainable Communities Strategy in Orange County. M2 projects and programs are part of a larger suite of transportation improvements included in the 30-year M2 Plan. Over 50 percent of M2 funds are intended to fulfill transit, system optimization, enhanced environmental elements and infrastructure preservation goals. In addition, the funding eligibility criteria encourages local agencies to consider accommodations for transit and non-motorized transportation.

M2 was publicly reviewed through a Program Environmental Impact Report (EIR) prior to voters approving the ballot measure in November 2006. Since 2008, the M2 Program has been included in the Regional Transportation Plans, Sustainable Communities Strategies, and the associated Program EIR prepared by the Southern California Association of Governments.

In addition to funding freeway improvements, the M2 Program dedicates funding for many transit and local street improvement projects. These include improvements such as:

- New transit connections between major Orange County activity areas that reduce the need for short automobile trips;



- Enhanced convenience and reliability for bus services and Metrolink commuter rail to encourage transit as a dependable commute option;
- Local funding for development of multimodal corridors and roadway preservation that improves the quality of mobility for all users; and
- Signal synchronization on 750 miles of roadways throughout Orange County to reduce congestion and tailpipe emissions.

The M2 freeway EMP has preserved 1,300 acres of wild lands that will be converted to the Preserves to enhance connectivity and wildlife movement between existing conservation areas – such as the Cleveland National Forest, the Chino Hills State Park, and the Irvine Ranch Conservancy lands – and to coastal areas. Furthermore, the program also provides critical habitat for endangered or listed species. Additionally, since M2 inception, the ECP has awarded 259 projects totaling over \$75.2 million to treat storm water runoff and help keep waterways and beaches clean in Orange County.

The aforementioned transit, local streets, and environmental programs collectively contribute to and enhance the quality of life, as well as provide a sustainable future, and an efficient transportation system that benefits the region.

Brief summaries of the specific programs are listed below.

- ✓ Projects A through N – Freeway improvements and Freeway Service Patrol (FSP) to provide emission reductions through congestion relief.
- ✓ Projects O and P – Signal synchronization and street improvements that provide emission reductions through congestion relief and flexibility to accommodate bike and pedestrian project elements as appropriate.
- ✓ Project Q – Local funding for city-selected transportation projects that provide for preservation of the streets and roads system and includes bicycle, pedestrian, water quality, and transit enhancements as eligible expenditures.
- ✓ Project R – Expanded Metrolink train capacity including improvements to stations and parking to improve transit reliability and convenience and reduce reliance on highways while also supporting potential transit-oriented development.
- ✓ Project S – Transit extensions to improve access between Metrolink stations and residential/employment centers and provide an alternative to driving.
- ✓ Project T – Station improvements to connect to planned future high-speed rail services.
- ✓ Project U – Sustain mobility choices for seniors and persons with disabilities and provides an alternative to driving.
- ✓ Project V – Community-based circulators to complement regional transit services with local communities and provides an alternative to driving.
- ✓ Project W – Transit stop improvements to support transfers between major bus lines and support the implementation of mobile ticketing to ensure ease of fare purchase and convenience for bus passengers.
- ✓ Project X – Water quality improvement programs/projects to meet federal Clean Water Act standards for urban runoff, and augment required mitigations.
- ✓ Freeway Mitigation Program – Natural resource protection strategy to provide for more comprehensive mitigation of environmental impacts from M2 freeway improvements.

## 1.8. Updated Next 10 Plan Funding Assumptions

The 2024 update of the Next 10 Plan includes funding assumptions for revenue and expenses that are merged into a high-level cash flow model. This effort was conducted to ensure the complete M2 Program could be delivered consistent with commitments provided to the voters as part of M2 approval in November 2006. Revenues are expected to fluctuate over time. The M2 expenditure plan includes programmatic items which are adjusted according to available revenues. However, the freeway portion defines specific project scopes which cannot be easily adjusted to revenue fluctuations. The revenue assumptions incorporate the latest 2024 M2 sales tax revenue forecast of \$14.0 billion and prior commitments in programmed local, state, and federal external revenues.

To support project delivery schedules in the Freeway Program, bond assumptions were included in earlier updates of the Next 10 Plan. While there has been a decrease in the M2 revenue forecast since the 2023 update, no additional bond issuances are planned through 2041. Bonding capacity is available, as OCTA's debt coverage ratios are well above the allowable amount of 1.3x. The minimum forecasted debt coverage ratio during the Next 10 Plan time frame is 9.1x in 2024. This offers significant financial protection against unforeseen economic changes related to project delivery. For a more detailed discussion on assumed revenues, costs, and debt service, see Section 3.1 of the Appendix.

Funding for the freeway mode assumes \$9.1 billion in total revenue, with costs for the same period totaling \$8.7 billion. To date, OCTA has been very successful in capturing external funding to offset reductions in sales tax revenue and preserve M2 funds. The long-term M2 freeway plan relies on the total receipt of approximately \$1.8 billion in state and federal revenues. Additionally, the program includes \$656 million in net excess 91 Express Lanes revenue and \$495 million in bond proceeds.

As a result of the lower forecasted sales tax, the freeway program net sales tax revenue through 2041 decreased by approximately \$244 million. In addition, each project in the freeway program was reviewed and cost estimates updated. With the majority of projects now either nearing completion of the design phase or in construction, project cost estimates have a higher level of engineering and are therefore better defined. The 2024 update captures some of these revised cost estimates, which reflect increased material costs that experienced high inflation from 2021 through 2023. While net revenues decreased, no future bonding assumptions are included in the 2024 Next 10 Plan update, which provides significant savings in the freeway program while maintaining project delivery schedules. Economic uncertainties were reduced, with the majority of the funds available between FY 2034-35 and FY 2040-41. As noted earlier, there is significant bonding capacity available should the freeway program require additional revenue to support project expenses.

Funding for the streets and roads mode assumes \$5.2 billion in total revenue, with costs for the same period totaling \$5.1 billion. The projects within the Streets and Roads Program are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. The Streets and Roads Program relies on the total receipt of approximately \$572.6 million in external revenues (state, federal, and local) primarily for the OC Bridges grade separation projects. For more details, see Section 3.1 of the Appendix and the project updates contained in their respective sections.

For the transit mode, \$4.3 billion in total revenue is assumed, with costs for the same period totaling \$4.2 billion. The majority of projects within the Transit Program are scaled to available revenue with the exception of Project U's Fare Stabilization Program. The M2 Ordinance specifically requires that the Fare

Stabilization Program subsidize fares for seniors and persons with disabilities to the extent of maintaining the reduced fare rate effective on July 24, 2006, through FY 2040-41. While this program is not scalable, it remains solvent due to OCTA's proactive amendment to the M2 Ordinance. The remaining transit mode programs are assumed on a pay-as-you-go basis. The funding for the transit mode assumes the total receipt of \$726.4 million in local, state, and federal revenues. This number is inclusive of \$158.4 million in Federal New Starts and \$175.4 million in State Cap-and-Trade revenues to partially fund the OC Streetcar project. For more detailed program assumptions for the Transit Program, see the Appendix.

The ECP assumes \$279.4 million in total revenue, with costs for the same period totaling \$261 million. The projects within the ECP are scaled to available revenue and are reflected in the cash flow on a pay-as-you-go basis. For more detailed program assumptions for the ECP, see Section 3.1 of the Appendix.

## 1.9. Financing

The Board's vision in developing the EAP created a great opportunity for the M2 Program. While the economy took a significant downturn due to the 2008 Great Recession, OCTA advanced projects years before revenue became available. Projects were accelerated, making them shelf-ready. This allowed OCTA to capture significant one-time external funding provided through State Proposition 1B and the American Recovery and Reinvestment Act. Using the revised forecasting methodology implemented in March 2016, the 2024 M2 sales tax revenue forecast is \$14.0 billion.

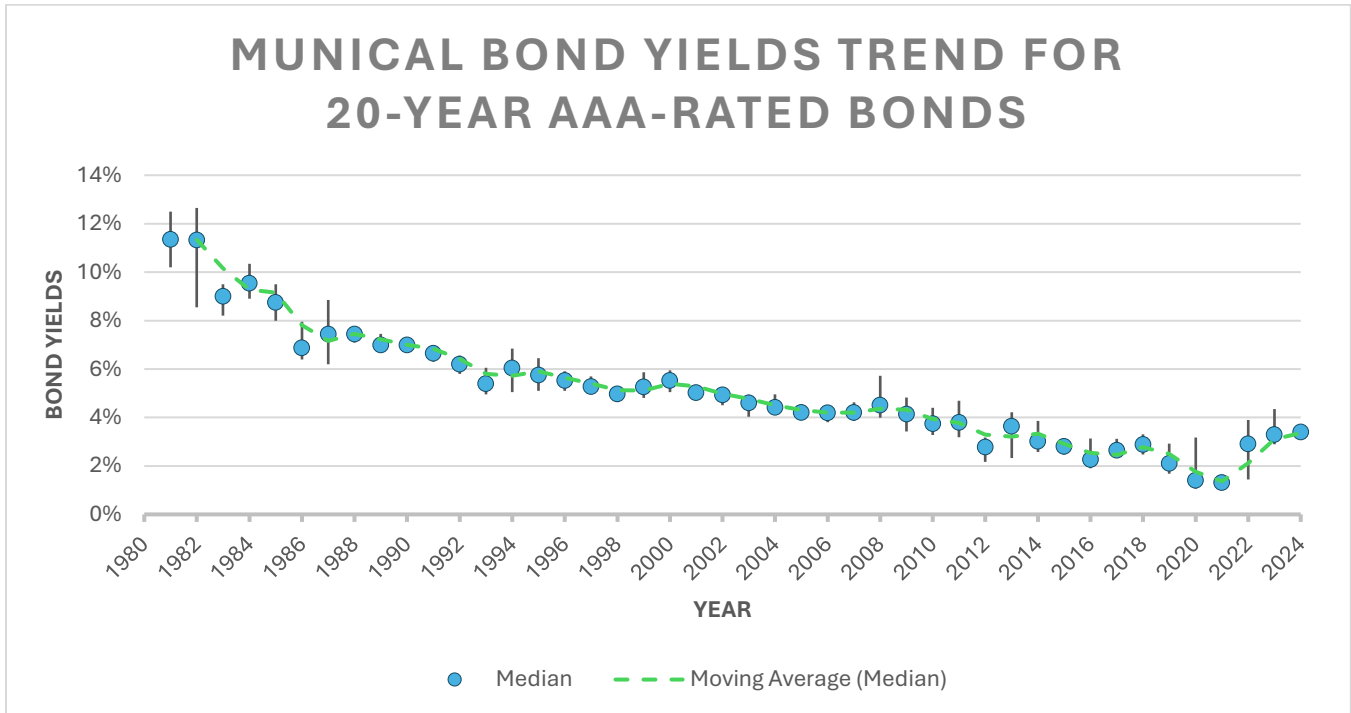
When it comes to the bidding environment, OCTA significantly benefited during the recession by capitalizing on a low-cost environment with early project development and acceleration. When the M2020 Plan was adopted in late 2012, staff reported that freeway construction bids were consistently coming in between ten to 20 percent below engineers' estimates. Since that time, construction bids have slowly risen to meet and in some cases exceed the engineers' estimates.

This year's update assumes no additional bonding is required through 2041. The update also continues to maintain prudent annual ending balances and an economic uncertainties allowance, which provides continued financial stability in the event of additional financial fluctuations.

Pay-as-you-go project funding is identified in the M2 Ordinance as the preferred method of financing, while bond financing is an option that is within the purview of the Board. It takes many years to bring projects to fruition therefore it is prudent to maintain current project schedules to deliver M2 benefits earlier.

While the current cost of debt remains relatively low and trending upwards, there are no additional issuances planned through 2041. Current 20-year bond rates have increased 16 basis points from last year from 3.28 percent to 3.44 percent. See Exhibit 4 showing historical issuance rates of 20-year bonds.

## EXHIBIT 4: HISTORICAL ISSUANCE RATES AND MUNICIPAL BOND YIELDS FOR 20-YEAR BONDS



**Source:** TM3 AAA 20-year GO Bonds (inception through 2010), Bloomberg index of AAA 20-Year Municipal Bonds (2011 to date)

OCTA has a strong track record of successfully delivering projects by utilizing bond financing, as seen in M1, as well as M2, under the EAP and M2020 Plan. While the 2024 Next 10 Plan anticipates no bond financing for the Freeway Program through 2041, OCTA has significant bonding capacity available should the freeway program require additional revenue to support project expenses.

### 1.10. Future Outlook

As noted in the Next 10 Plan Delivery Risks in Section 1.3, major capital work is underway in the Southern California region that may impact OCTA’s ability to secure resources needed for future project and program delivery. Competition for available resources for capital projects has increased with the major capital work currently underway in Los Angeles, Riverside, and San Bernardino counties. For future projects going forward, engineers, right-of-way (ROW) experts, skilled labor, and materials will be in higher demand.

In September 2017, the Board was presented with a Market Conditions Forecast and Risk Analysis report conducted by economists Dr. Wallace Walrod and Dr. Marlon Boarnet through a contract with the Orange County Business Council (OCBC). The result of this analysis identified strong potential for OCTA to experience an increasing-cost environment in the near term. Recognizing the benefits of proactive monitoring and forecasting of market conditions, the Board directed staff to continue to work with OCBC and provide OCTA with cost risk factors for project delivery.

In October 2024, OCBC provided an updated forecast to the Board for 2025 through 2027. OCBC tracked relevant market data and indicators, performed analytics, and incorporated this analysis to provide OCTA

with a range of potential cost fluctuations through the use of an Infrastructure Construction Cost Pressure Index (ICCPI), as reflected in Exhibit 5. The ICCPI incorporates a detailed trend analysis of building permits, unemployment rates, localized labor costs, material costs and general economic conditions.

EXHIBIT 5: ICCPI RANGE OF COST FLUCTUATIONS

ICCPI Range of Cost Fluctuations			
Index Score	Low	Midpoint	High
0	-17%	-9.5%	-2%
1	-2%	-0.5%	1%
2	1%	1.5%	2%
3	2%	4%	6%
4	6%	8.5%	11%
5	11%	25.5%	40%

OCBC forecasts a score of three in 2025, which represents a potential cost fluctuation range of two percent to six percent. The forecast for 2026 and 2027 drops to a score of two, which anticipates a tempering of economic conditions. Exhibit 6 summarizes the forecasts. The updated forecast points to a gradual decline of inflation with the most recent data available. Major drivers include the decline of building permits, an increase in unemployment rates, and rising construction wages. While Portland Cement Concrete pavement and structural steel prices have increased significantly, the cost of Portland Cement Concrete structure and steel bar has declined on an annualized basis.

EXHIBIT 6: OCBC ORANGE COUNTY TRANSPORTATION ICCPI SCORE

OCBC Orange County Transportation ICCPI Score, 2025-2027		
Year	Index Score	Range of Cost Fluctuation
2025	3	2% - 6%
2026	2	1% - 2%
2027	2	1% - 2%

As in prior forecasts, OCBC indicates that OCTA will also need to be aware and ready to respond to cost pressures that cannot be modeled. Examples of such forces include:

- Significant downward revisions in labor market data could influence federal policy decisions;
- Rising wages coincide with record-high consumer debt, potentially affecting future spending; and
- Political and economic uncertainty is creating both domestic and international instability.

To mitigate cost pressures, OCTA’s Project Controls Department monitors and adjusts project cost escalation assumptions according to market trends. Project Controls’ cost estimating process uses historical information, as well as current trends in the market, and follows a consistent and defined process. Looking back at the last 20 years, OCTA’s cost estimates have included a three percent escalation, which, on average during this time frame, provided the appropriate escalation to deliver projects successfully. Currently, using 3.5 to five percent for construction escalation, as well as incorporating contingency based on the project phase and complexity, is staff’s preferred approach to cost estimating.

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UPDATE

# NEXT 10

## DELIVERY PLAN

### II. MEASURE M2 TRANSPORTATION INVESTMENT PLAN

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# NEXT 10

DELIVERY PLAN



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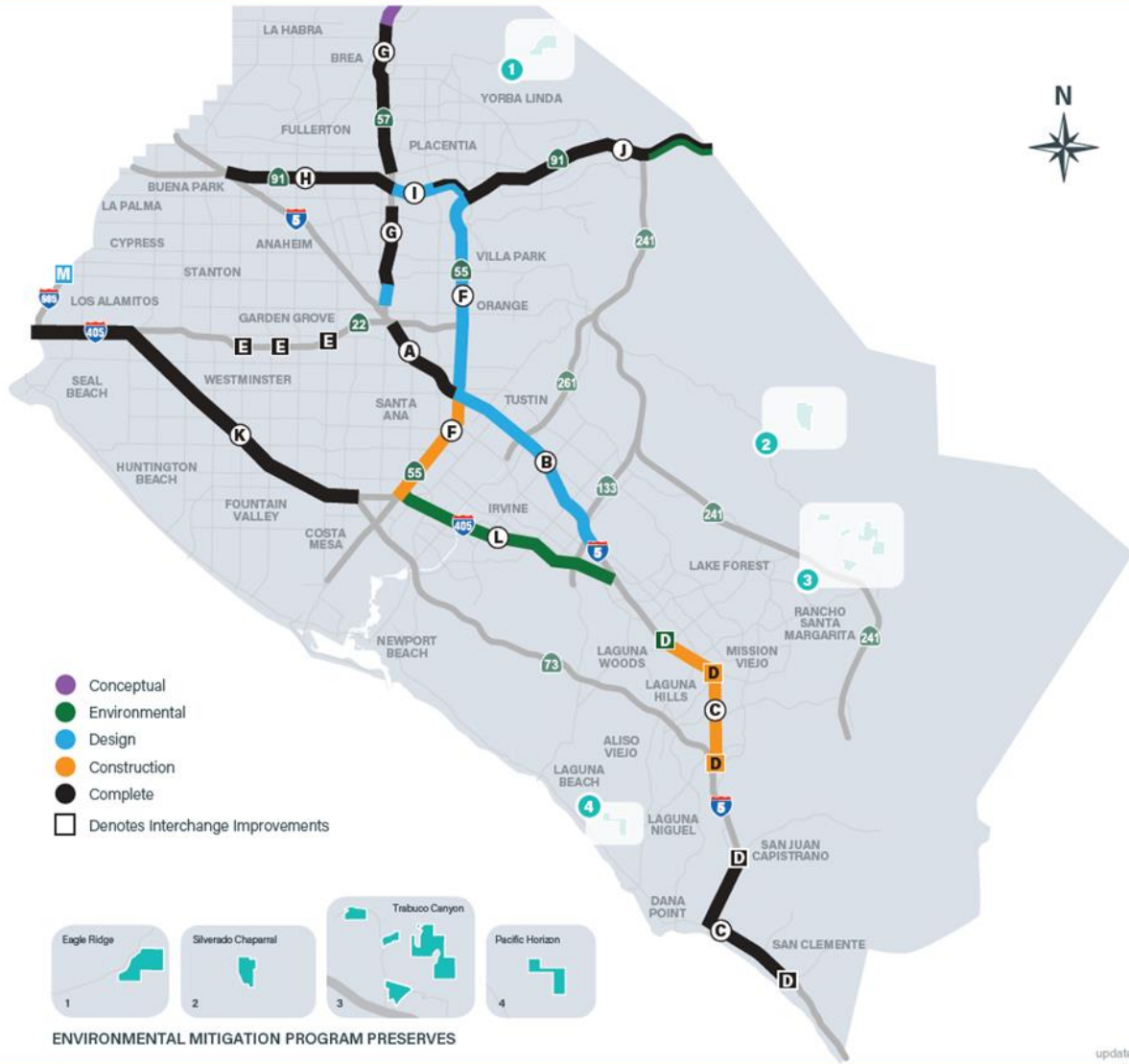
## 2.1 FREEWAY PROGRAMS

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EXHIBIT 7: OC GO FREEWAY PROGRAM COUNTYWIDE MAP

# OC GO FREEWAY PROGRAM



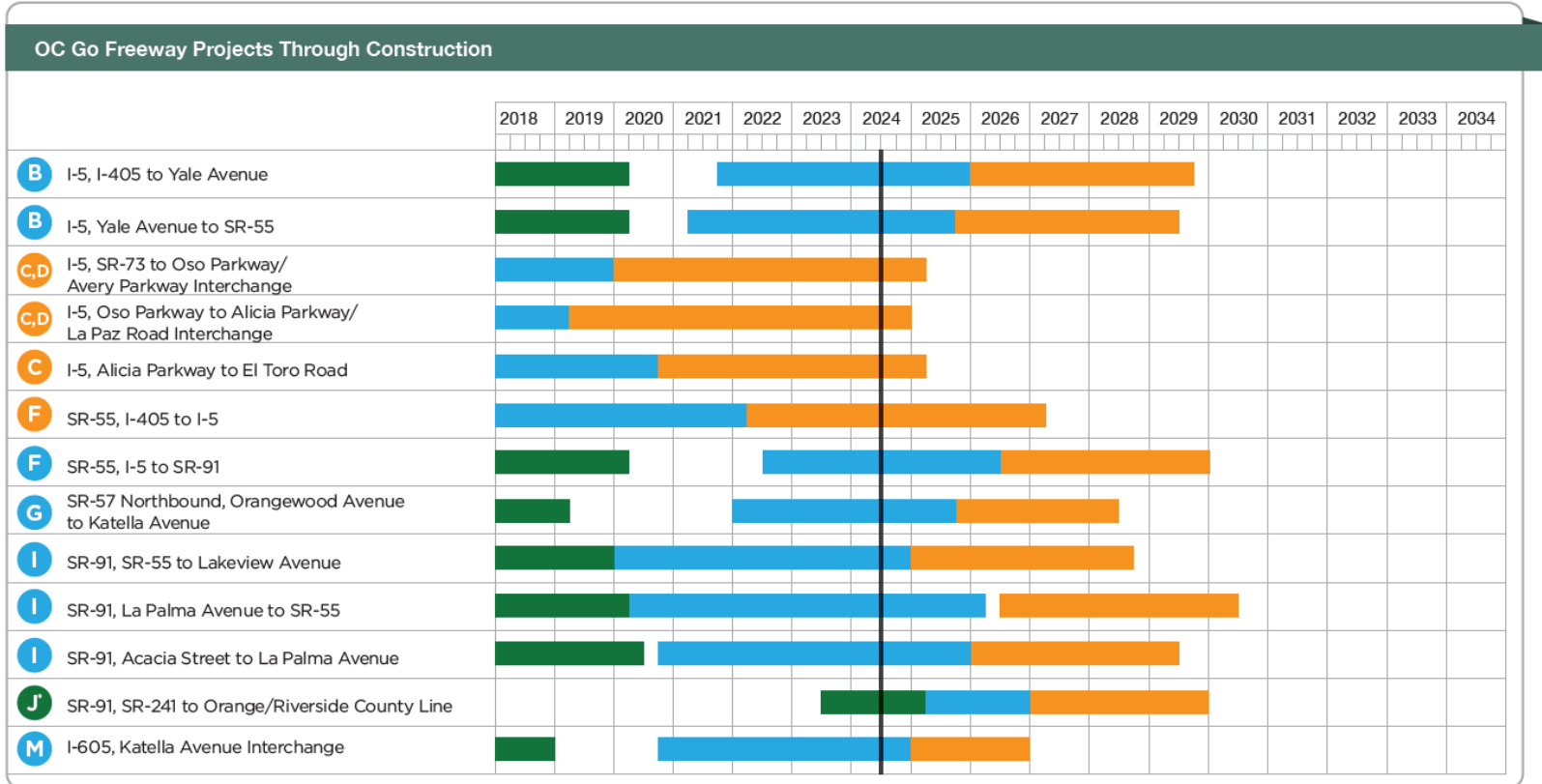
updated 08.02.24

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li><b>A</b> I-5 (SR-55 to SR-57)</li> <li><b>B</b> I-5 (I-405 to SR-55)</li> <li><b>C</b> I-5 (Avenida Pico to San Juan Creek Road)</li> <li><b>D</b> I-5 (SR-73 to El Toro Road)</li> <li><b>D</b> I-5/Ortega Highway Interchange Improvements</li> <li><b>D</b> I-5/El Toro Road Interchange Improvements</li> <li><b>E</b> SR-22 Access Improvements</li> <li><b>F</b> SR-55 (I-405 to I-5)</li> <li><b>F</b> SR-55 (I-5 to SR-91)</li> <li><b>G</b> SR-57 NB (Orangewood Avenue to Katella Avenue)</li> <li><b>G</b> SR-57 NB (Katella Avenue to Lincoln Avenue)</li> <li><b>G</b> SR-57 NB (Orangethorpe Avenue to Lambert Road)</li> <li><b>G</b> SR-57 NB (Lambert Road to County Line)</li> <li><b>H</b> SR-91 WB (I-5 to SR-57)</li> </ul> | <ul style="list-style-type: none"> <li><b>I</b> SR-91 (SR-57 to SR-55)</li> <li><b>I</b> SR-91 WB (Tustin Avenue to SR-55)</li> <li><b>J</b> SR-91 (SR-55 to SR-71)</li> <li><b>J</b> SR-91 (SR-241 to I-15)*</li> <li><b>K</b> I-405 (SR-73 to I-605)</li> <li><b>L</b> I-405 (I-5 to SR-55)</li> <li><b>M</b> I-605/Katella Avenue Interchange Improvements</li> <li><b>N</b> Freeway Service Patrol (not mapped)</li> <li><b>A-M</b> Environmental Mitigation Program             <ul style="list-style-type: none"> <li>-1,300 acres of permanent open space</li> <li>-12 restoration projects totaling nearly 350 acres (not mapped)</li> </ul> </li> </ul> |
|---|--|
- \*Project environmentally reviewed as part of the Riverside County Transportation Commission's Corridor Improvement Project. Additional studies needed prior to construction.

EXHIBIT 8: OC GO FREEWAY PROJECTS THROUGH CONSTRUCTION



Environmental ■ Design/Advertise & Award ■ Construction ■



Please note that schedules are updated as of June 30, 2024. Shown schedules are subject to change.

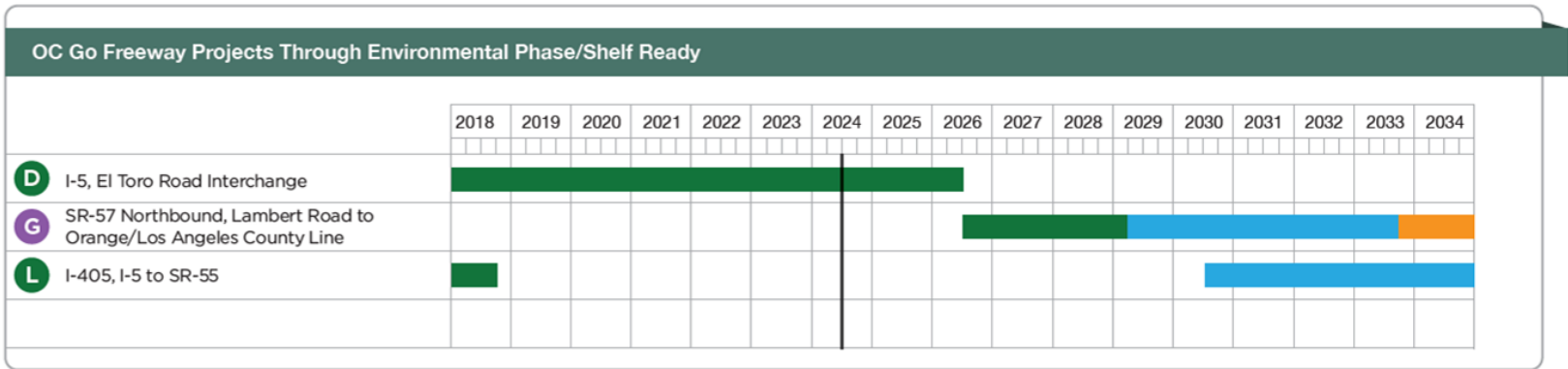
\*RCTC is the lead agency for advancing the environmental phase of the 91 Eastbound Corridor Operations Project (operational lane from SR-241 to SR-71) which began in June 2023. Future phases are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.



EXHIBIT 9: OC GO FREEWAY PROJECTS THROUGH ENVIRONMENTAL PHASE/SHELF READY



Conceptual ■ Environmental ■ Design/Advertise & Award ■ Construction ■



Please note that schedules are updated as of June 30, 2024. Projected and active project schedules are subject to change. The Next 10 Plan provides direction through 2034. Schedules and revenues will be reviewed annually. The Board will adopt an updated delivery plan to provide direction on further advancement as appropriate.





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## 2.1. Freeway Program

### Overview:

The Freeway Program accounts for 43 percent of the M2 Program. Over the life of M2, approximately \$6.0 billion is expected to be generated in sales tax revenues for freeway Projects A-N (not including the five percent of net revenues apportioned to the EMP). Improving Orange County freeways is a major investment of the M2 Program.

To ensure delivery of the Freeway Program, the Next 10 Plan includes the following framework:

- Bring congestion relief.
- Deliver projects using the guiding principles.
- Work with California Department of Transportation (Caltrans) to seek cost effective measures on freeway projects through changes in scope and design parameters where possible.
- Tightly manage project scopes and schedule to reduce cost escalation risk.

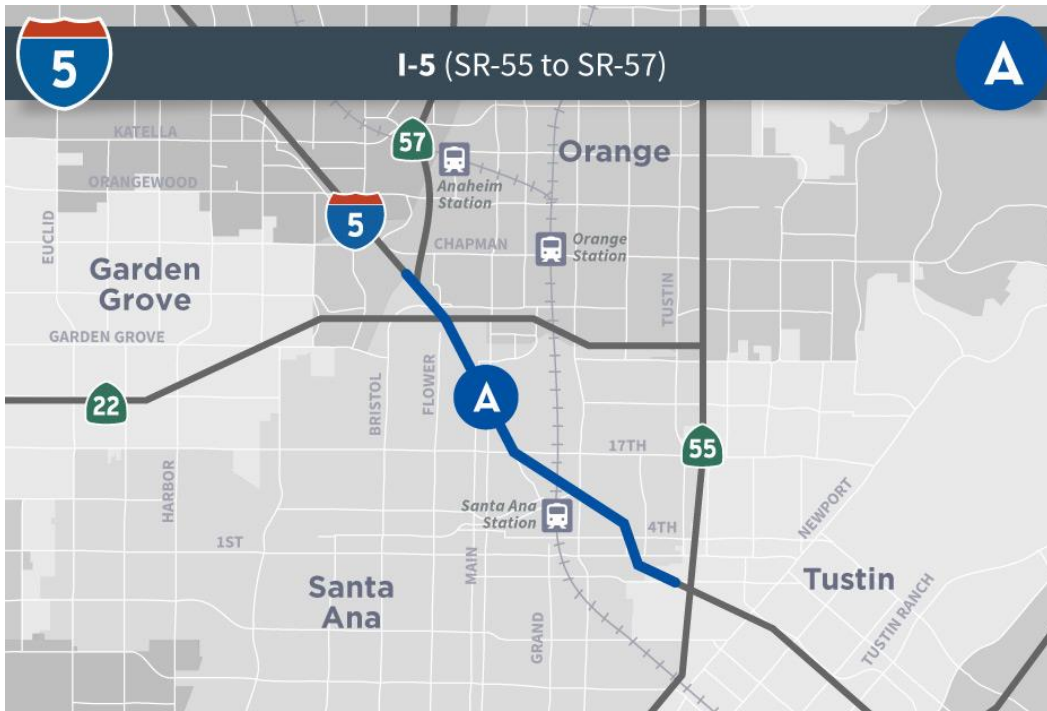
### Next 10 Plan Deliverables:

When M2 originally passed, 13 freeway projects were highlighted in the M2 Plan. Since then, these projects have been segmented into 30 projects or project segments. For a list of completed projects, see Exhibit 31 in the Appendix. Significant progress of the freeway program is included in the Next 10 Plan deliverable goals through 2034:

1. Deliver construction of 13 freeway projects or project segments: five along I-5, two along SR-55, four along SR-91, one along SR-57, and one at the I-605 Interchange (Projects B, C, C/D, F, G, I, J, and M). See Exhibit 8.
2. Prepare the remaining three project segments for delivery. This includes one on I-405 and SR-57; and one interchange project at I-5, El Toro Road (Projects D, G, and L). See Exhibit 9.

## A. I-5 (SR-55 to SR-57)

EXHIBIT 10: PROJECT A – MAP OF APPROXIMATE LIMITS



### Description:

Project A reduced freeway congestion by adding a second high-occupancy vehicle (HOV) lane (approximately three miles) in both directions on I-5 between SR-55 and SR 57. See Exhibit 10 for a map of the approximate limits. The project was generally constructed within the existing ROW.

### Cost:

\$38.85 million.

### Status:

All lanes opened to traffic in August 2020. Construction was completed in January 2021.

### Benefits:

This project improved the HOV facility on I-5 in Santa Ana to meet traffic demands and eliminate bottlenecks. Improvements were needed to accommodate HOV traffic from both the SR-55/I-5 and SR-57/I-5 direct HOV connectors.

Originally considered under this project, the extension of the auxiliary lane from southbound I-5 to southbound SR-55 through the McFadden Avenue exit ramp on SR 55 to Edinger Avenue, was instead studied as part of SR-55 Project F.

### External Funding:

The Board approved \$36.19 million in federal funds to support this project.





## A. I-5 (SR-55 to SR-57)

### **Risks:**

None – project completed.

### **Related Projects:**

Projects B and F.

### **Other Involved Agencies:**

CTC, Caltrans, City of Santa Ana, Federal Highways Administration (FHWA), and Metrolink.

### **Assumptions:**

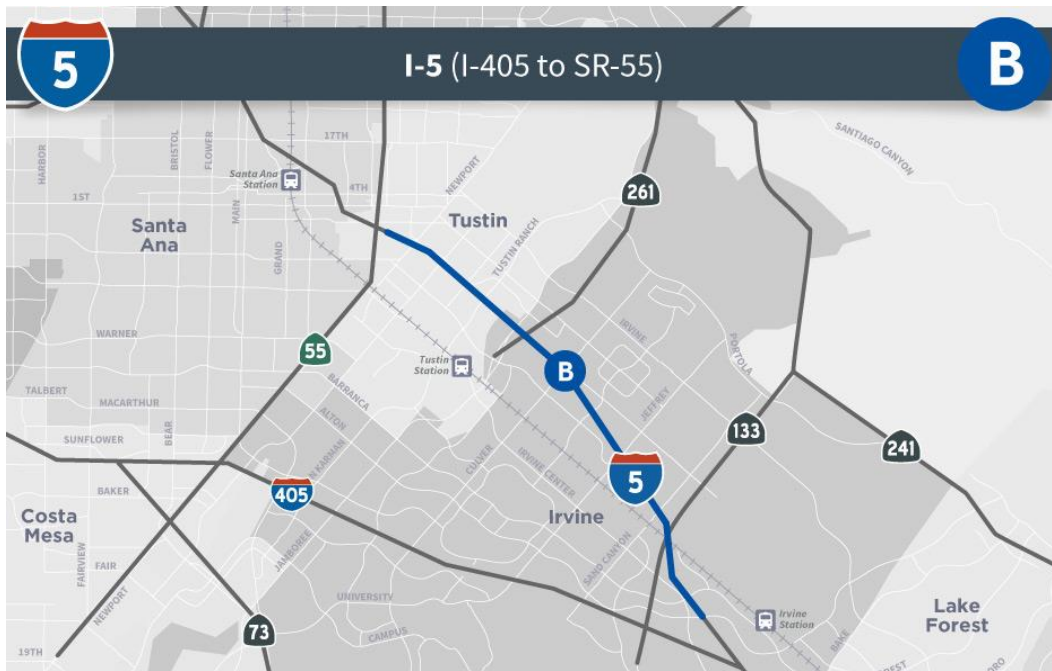
Cost based on June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## B. I-5 (I-405 to SR-55)

EXHIBIT 11: PROJECT B – MAP OF APPROXIMATE LIMITS



### Description:

Project B will reduce congestion by constructing new general purpose lanes in both directions and improving key interchanges in the area between SR-55 and State Route 133 (near the El Toro “Y”). This segment of I-5 is the major route serving activity areas in the cities of Irvine, Santa Ana, and Tustin, and north Orange County. See Exhibit 11 for a map of the approximate limits. The project will generally be constructed within the existing ROW. The project is divided into two segments as described below.

Segment 1: This project will add one general purpose lane in each direction between I-405 and Yale Avenue (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to improve traffic operations in the Irvine area.

Segment 2: This project will add one general purpose lane in each direction between Yale Avenue and SR-55 (approximately 4.5 miles), improve interchanges, and add auxiliary lanes where needed to improve traffic operations in Irvine and Tustin areas.

### Cost:

Segment 1: \$230.48 million (Year of Expenditure [YOE]).

Segment 2: \$258.17 million (YOE).

### Status:

The environmental phase for both segments was completed in January 2020.

Segment 1: Final design was initiated in October 2021 and is anticipated to be complete in late 2024/early 2025. Construction is anticipated to begin in spring 2026.



## B. I-5 (I-405 to SR-55)

Segment 2: Final design was initiated in May 2021 and completed in August 2024. Construction is anticipated to begin in late 2025.

### **Benefits:**

Project improvements would alleviate congestion and reduce delays.

### **External Funding:**

The Board has approved funding that supports this project including:

Segment 1: \$52.89 million in federal funds and \$106.71 million in state funds.

Segment 2: \$32.53 million in federal funds.

### **Risks:**

Overall time, scope, and costs risks are high with this project due to tight ROW and the need for design variations.

### **Related Projects:**

Projects A and F.

### **Other Involved Agencies:**

Caltrans, cities of Irvine and Tustin, and FHWA.

### **Assumptions:**

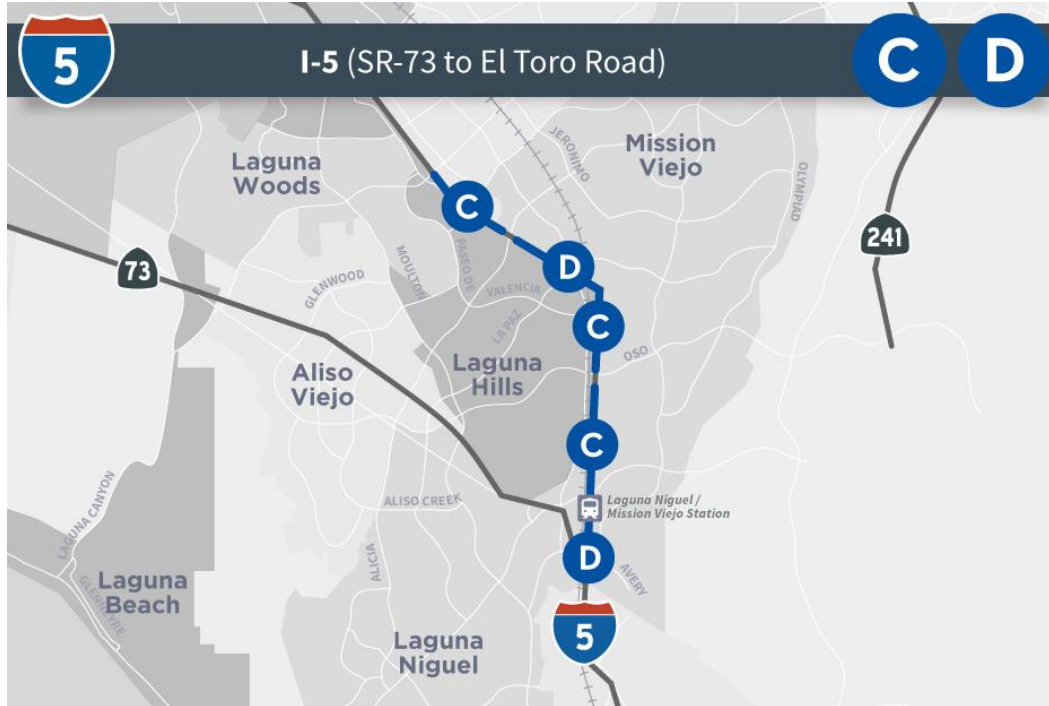
Cost based on June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## C. I-5 (SR-73 to El Toro Road, includes Avery Parkway and La Paz Road Interchanges)

EXHIBIT 12: PROJECT C,D – MAP OF APPROXIMATE LIMITS



### Description:

Project C will add new lanes to I-5 from El Toro Road in the City of Lake Forest to the vicinity of SR-73 in the cities of Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, and Mission Viejo. Additional improvements include continuous HOV access completion and major improvements at the Avery Parkway and La Paz Road interchanges, as part of Project D. The project will generally be constructed within the existing ROW. See Exhibit 12 for a map of the approximate limits. This project is divided into three segments as described below.

**Segment 1:** This project will add one general purpose lane (approximately 2.2 miles) in both directions between SR-73 and Oso Parkway, reconstruct Avery Parkway interchange, and add auxiliary lanes where needed to reduce congestion in Laguna Niguel and Mission Viejo areas.

**Segment 2:** This project will add one general purpose lane (approximately 2.6 miles) in both directions between Oso Parkway and Alicia Parkway, reconstruct La Paz Road interchange, and add auxiliary lanes where needed to reduce congestion in Laguna Hills and Mission Viejo areas.

**Segment 3:** This project will add one general purpose lane (approximately 1.7 miles) in the southbound direction between Alicia Parkway and El Toro Road, continue the additional general purpose lane in the northbound direction through Alicia Parkway, extend the second HOV lane (approximately one mile) in both directions from El Toro Road to Alicia Parkway, and add auxiliary lanes where needed to reduce congestion in Laguna Hills, Lake Forest, and Mission Viejo areas.



## C. I-5 (SR-73 to El Toro Road, includes Avery Parkway and La Paz Road Interchanges)

### Cost:

Segment 1: \$229.38 million (YOE).

Segment 2: \$230.35 million (YOE).

Segment 3: \$209.27 million (YOE).

Landscaping for all three segments: \$12.37 million (YOE).

### Status:

Segment 1: Construction began in January 2020 and is anticipated to be complete and open to traffic in early 2025.

Segment 2: Construction began in April 2019 and is anticipated to be complete and open to traffic in late 2024.

Segment 3: Construction began in October 2020 and is anticipated to be complete and open to traffic in early 2025.

### Benefits:

This project will help alleviate congestion and reduce traffic delays. The second HOV extension for segment 3 will enable more efficient operation of general purpose lanes for future projected traffic volumes. Adding an additional general purpose lane and auxiliary lanes in Segments 1 and 2 will accommodate future projected traffic volumes. The I 5/La Paz Road and I 5/Avery Parkway interchange improvement projects called for in M2 Project D will reduce chokepoints and congestion, as well as accommodate future traffic demands on the local roads at each interchange.

### External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$34.60 million in federal funds and \$121.81 million in state funds.

Segment 2: \$56.60 million in federal funds.

Segment 3: \$54.63 million in federal funds and \$16.92 million in state funds.

Additionally, \$790,000 in federal funds and \$6.00 million in state funds have been approved for landscape planting across all three segments.

### Risks:

Coordination between the three segments on striping, lane closures, and closeout activities pose risks to project schedule and cost.

### Related Projects:

Project C (I-5, Avenida Pico to San Juan Creek Road) and Project D (I-5, El Toro Road Interchange).





## C. I-5 (SR-73 to El Toro Road, includes Avery Parkway and La Paz Road Interchanges)

### Other Involved Agencies:

Caltrans, cities of Laguna Hills, Laguna Niguel, and Mission Viejo, CTC, FHWA, and Transportation Corridor Agencies.

### Assumptions:

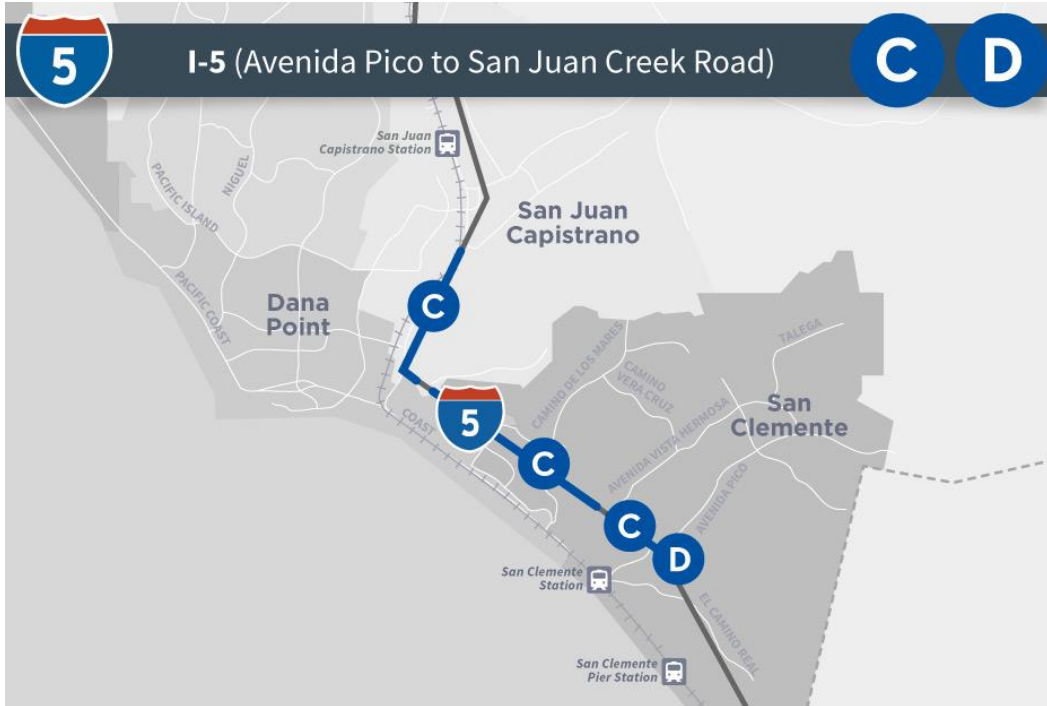
Costs are based on June 2024 (Segments 1 and 2 and revised cost estimates for segments 3) M2 Program cash flow.

### References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report (Segment 1 and 2)
- July 2024 Project Status Report (Segment 3)
- Capital Funding Program Report – State Highway Project (August 2024)

## C. I-5 (Avenida Pico to San Juan Creek Road, includes Avenida Pico Interchange)

EXHIBIT 13: PROJECT C,D – MAP OF APPROXIMATE LIMITS




### Description:

Project C extended the HOV lanes on I-5 from Avenida Pico to San Juan Creek Road in the cities of Dana Point, San Clemente, and San Juan Capistrano. Major interchange improvements were also included at Avenida Pico, as part of Project D. See Exhibit 13 for a map of the approximate limits. This project was generally constructed within the existing ROW and was divided into three segments as described below.

Segment 1: This project added new continuous-access HOV lanes (approximately 0.7 miles) in each direction between Avenida Pico and Avenida Vista Hermosa. The Avenida Pico Interchange was reconstructed to optimize traffic movements within the interchange and provided bicycle lanes in both directions of Avenida Pico.

Segment 2: This project added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between Avenida Vista Hermosa and Pacific Coast Highway (PCH). The project also reconstructed on- and off-ramps at Avenida Vista Hermosa and Camino de Estrella, and re-established existing auxiliary lanes. Avenida Vaquero undercrossing was widened in both directions to accommodate the new HOV lanes.

Segment 3: This project added new continuous-access HOV lanes (approximately 2.5 miles) in each direction between PCH and San Juan Creek Road. The project also reconstructed on- and off-ramps at Camino Las Ramblas/PCH and the I-5/PCH northbound connector and I 5/Camino Las Ramblas undercrossings were widened in both directions.



## C. I-5 (Avenida Pico to San Juan Creek Road, includes Avenida Pico Interchange)

### Cost:

Segment 1: \$83.60 million.

Segment 2: \$75.26 million.

Segment 3: \$74.27 million.

### Status:

All segments of Project C opened to traffic at the same time in early 2018. Segment 1 was completed in August 2018, segment 2 in July 2017, and segment 3 in July 2018.

### Benefits:

This project eliminated a southbound lane drop at PCH by extending the southbound HOV lane between Camino Capistrano and Avenida Pico, and the northbound HOV lane between Avenida Pico and PCH. Elimination of the lane drop enabled more efficient operation of general purpose lanes and serves projected traffic volumes for the year 2040.

### External Funding:

The Board approved funding that supported these projects including:

Segment 1: \$28.47 in federal funds and \$43.74 million in state funds.

Segment 2: \$12.07 million in federal funds and \$46.78 million in state funds.

Segment 3: \$11.33 million in federal funds and \$20.79 million in state funds.

### Risks:

No risk to project delivery as the project is complete. Final claims remain pending in segment 3, however, the cost risk is low.

### Related Projects:

Project D.

### Other Involved Agencies:

Caltrans, cities of Dana Point, San Clemente, and San Juan Capistrano, CTC and FHWA.

### Assumptions:

Cost based on June 2024 M2 Program cash flow.

### References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)



## D. I-5 (El Toro Road Interchange)

EXHIBIT 14: PROJECT D – LOCATION OF IMPROVEMENT



### Description:

Proposed Project D improvements at I 5/El Toro Road Interchange include modifying entrance and exit ramps and modifying or replacing existing bridge structures. See Exhibit 14 for the location of improvement.

### Cost:

\$120.51 million (YOE) is currently included in the cash flow. However, once the selected project alternative is determined this will need to be updated.

### Status:

The environmental phase for this project began in April 2017. The Next 10 Plan includes funding this project through environmental. This project has faced challenges determining a build alternative that has local support and consensus with the three stakeholder cities (cities of Laguna Hills, Laguna Woods, and Lake Forest). Built into M2 is a promise that projects will be delivered in cooperation with local agencies. A consultant was retained in September 2020 by OCTA to provide further assessment of the build alternatives to help facilitate reaching an agreement. The draft final assessment study was completed in October 2021. An agreement has been made with Caltrans and the three cities to include two new alternatives, in addition to the two alternatives from the draft environmental document, to be incorporated into the environmental phase. The environmental phase of this project is anticipated to be complete in summer 2026.

### Benefits:

This project would reduce the chokepoint and better accommodate forecasted traffic demands. Modification of the entrance and exit ramps would alleviate congestion at adjacent intersections.

## D. I-5 (El Toro Road Interchange)

### **External Funding:**

The Board has approved \$9.21 million in federal funds for the environmental phase. Future phases are also eligible for state and federal funds. Any additional funding is expected to be submitted for Board approval at a later time.

### **Risks:**

Overall time, scope, and cost risks are high with this project due to the challenging project area with significant ROW impacts with study alternatives under consideration. Community concerns have resulted in a lack of consensus between the three stakeholder local jurisdictions. This project will need local jurisdiction consensus, before moving forward.

### **Related Projects:**

Project C.

### **Other Involved Agencies:**

Caltrans, cities of Laguna Hills, Laguna Woods, and Lake Forest, and FHWA.

### **Assumptions:**

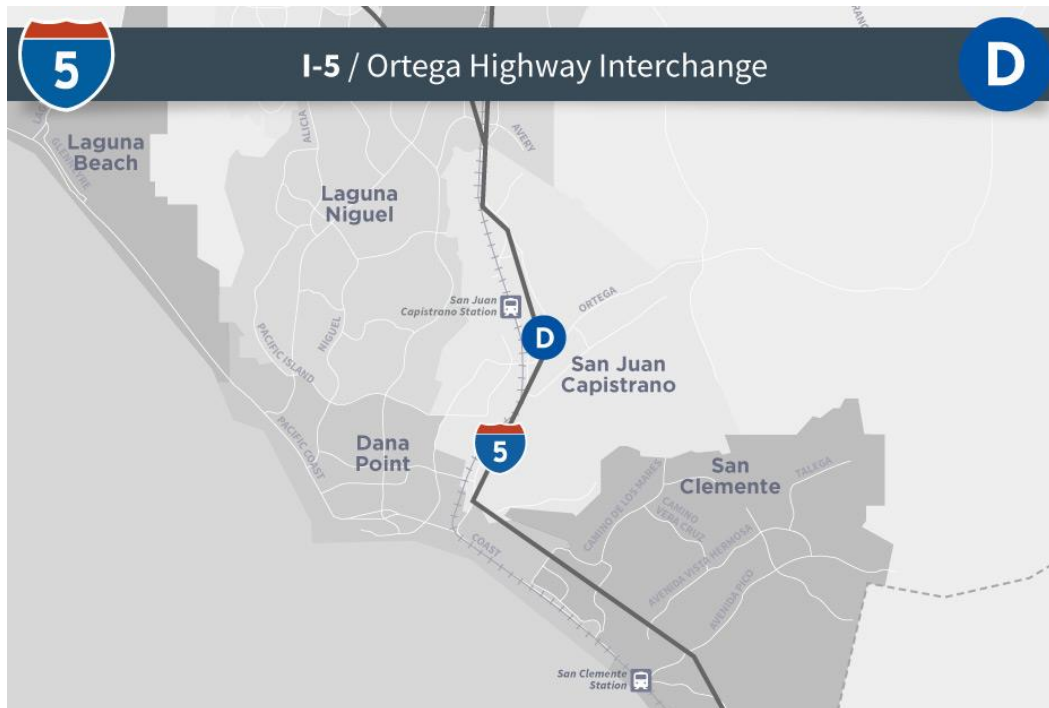
Cost based on conceptual estimates, which was incorporated in the June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## D. I-5 (Ortega Highway Interchange)

EXHIBIT 15: PROJECT D – LOCATION OF IMPROVEMENT



### Description:

Project D improvements included reconstructing the I-5 interchange at State Route 74 (SR-74) in south Orange County, as well as widening SR 74, modifying entrance and exit ramps and replacing the existing bridge structure. See Exhibit 15 for the location of the improvement.

### Cost:

\$79.80 million.

### Status:

The project opened to traffic in September 2015 and was officially completed in January 2016.

### Benefits:

This project alleviated a major chokepoint and reduced congestion by widening the Ortega Highway bridge and improving local traffic flow through reconfigured streets and on- and off-ramps.

### External Funding:

\$752,000 in federal funds, \$73.48 million in state funds, \$2.50 million in M1 funds from the regional interchange program, and \$5.01 million in other local funds were used for the project.

### Risks:

None – project completed.

### Related Projects:

Project C.



## D. I-5 (Ortega Highway Interchange)

### Other Involved Agencies:

Caltrans, City of San Juan Capistrano, and CTC.

### Assumptions:

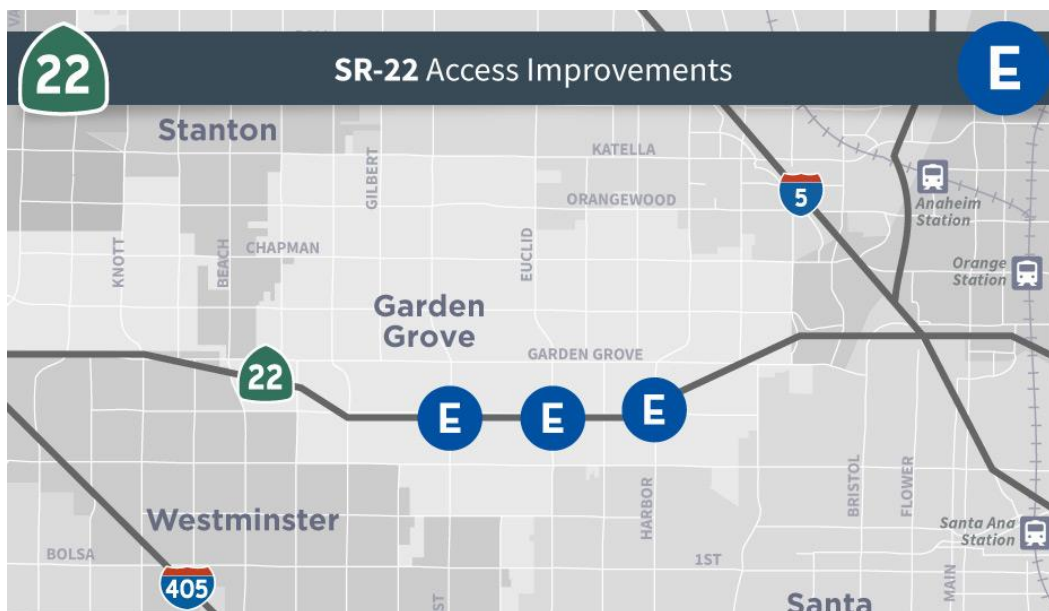
Cost based on January 2020 Project Status Report, which was incorporated in the June 2024 M2 Program cash flow.

### References:

- OCTA 2022 Long-Range Transportation Plan
- January 2020 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## E. SR-22 Access Improvements

EXHIBIT 16: PROJECT E – LOCATION OF IMPROVEMENTS



### Description:

Project E constructed interchange improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard to reduce freeway and street congestion near these interchanges. See Exhibit 16 for the location of the improvements.

### Cost:

\$25.80 million.

### Status:

These projects were part of the State Route 22 (SR-22) Widening Project completed in 2008 using M1 funds.

### Benefits:

The project reconstructed the freeway overcrossings to allow these streets to be widened through the interchange area. These improvements reduced congestion and delay at all three interchanges.

### External Funding:

\$15.9 million of M1 funds and \$9.9 million of other non-M2 (federal, state and city) funds were used for the project.

### Risks:

None – project completed.



## E. SR-22 Access Improvements

**Related Projects:**

West County Connector (WCC) improvements at SR-22/I-405 and I-405/I-605 interchanges.

**Other Involved Agencies:**

Caltrans and City of Garden Grove.

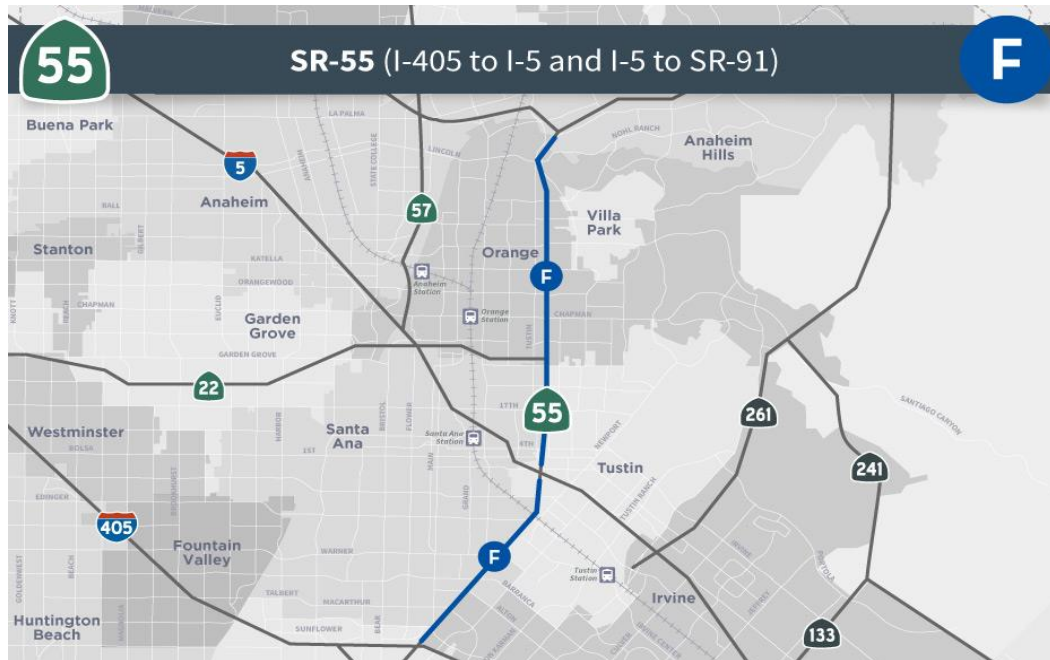
**Assumptions:**

Completed as part of the M1 SR-22 Design/Build project.



## F. SR-55 Improvements

EXHIBIT 17: PROJECT F – MAP OF APPROXIMATE LIMITS



### Description:

Project F will reduce congestion by adding lanes and operational improvements to SR-55 between I-405 and SR-91. See Exhibit 17 for a map of the approximate limits. This project is divided into two segments as described below.

**Segment 1:** This project will add one general purpose lane (approximately four miles) between I-405 and I-5, including auxiliary lanes between interchanges to smooth traffic flow. The general purpose lane will be funded with M2, state, and federal funds. Concurrent with these efforts, a second HOV lane will also be constructed between I-5 and I-405 with state and local funds, along with a northbound auxiliary lane between MacArthur Boulevard and Edinger Avenue with state funds.

**Segment 2:** This project will add new lanes between I-5 and SR-22, including merging lanes between interchanges to smooth traffic flow. Operational improvements between SR-22 and SR-91 will also be incorporated. This segment will generally be constructed within the existing ROW. The total project length is approximately 7.5 miles.

### Cost:

Segment 1: \$505.72 million (YOE)

Segment 2: \$131.31 million (YOE).

### Status:

Segment 1: Construction began in June 2022 and is anticipated to be complete in February 2027.



## F. SR-55 Improvements

Segment 2: Final design was initiated in August 2022 and is anticipated to be complete in August 2025.

### Benefits:

This project will improve mobility and reduce congestion in central Orange County areas by adding new lanes and make operational improvements for existing and forecasted traffic volumes (especially for weaving and lane efficiency at ramp junctions).

### External Funding:

Segment 1: The Board has approved providing \$160.50 million in federal funds and \$220.00 million in state funds. In addition, \$475,000 in federal earmarks and \$41.90 million in State Highway Operation and Protection Program funds were committed for this project.

Segment 2: The Board has approved providing \$11.00 million in federal funds for this project. This project is eligible for future state and federal funds.

### Risks:

Segment 1: Schedule, scope, and cost risks remain high due to complex ROW impacts which rely on design variations. This may also delay receipt of the State's share of funding.

Segment 2: Overall schedule, scope, cost risks are low at this time.

### Related Projects:

Projects A and B.

### Other Involved Agencies:

Caltrans, cities of Anaheim, Orange, Santa Ana, and Tustin, and FHWA.

### Assumptions:

Cost based on June 2024 M2 Program cash flow.

### References:

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)



## G. SR-57 Improvements

EXHIBIT 18: PROJECT G – MAP OF APPROXIMATE LIMITS



### Description:

Project G will reduce congestion by adding one general purpose lane in the northbound direction from Orangewood Avenue in the City of Orange to approximately Tonner Canyon Road in the City of Brea. See Exhibit 18 for a map of the approximate limits.

Select northbound undercrossings will also be widened and seismically retrofitted, as required. The project is divided into three segments as described below.

Segment 1: This project consists of three segments that added a northbound general purpose lane from Katella Avenue to Lincoln Avenue (approximately 2.8 miles), Orangethorpe to Yorba Linda Avenue (approximately 2.4 miles), and Yorba Linda Boulevard to Lambert Road (approximately 2.5 miles) in the cities of Anaheim, Brea, Fullerton, and Placentia.

Segment 2: This project will provide a truck climbing lane (up to two miles) and other operational improvements in the northbound direction from Lambert Road in the City of Brea to approximately the Orange County/Los Angeles County Line.

Segment 3: This project will add one northbound general purpose lane (approximately one mile) from Orangewood Avenue in the City of Orange to Katella Avenue in the City of Anaheim. Segment improvements would maintain the existing auxiliary lane and address existing non-standard features between Orangewood Avenue and Katella Avenue.



## G. SR-57 Improvements

### Cost:

Segment 1: \$144.36 million.

Segment 2: \$226.04 million (YOE).

Segment 3: \$114.90 million (YOE).

### Status:

Segment 1: This project was completed and opened to traffic in 2014.

Segment 2: In 2001, Caltrans completed a project study report to add a northbound truck-climbing lane from Lambert Road in the City of Brea to just north of the Orange County/Los Angeles County Line. However, following discussions with Caltrans in late 2021, it was decided that a new project study report-project development support document should be prepared to reassess the project. Through the SB 1 (SB 1) (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, construction of an initial phase for interchange improvements at Lambert Road was completed in early 2024. Phase two was approved for State Transportation Improvement Program (STIP) funding in March 2022 to begin the environmental phase. The preparation of a new project study report-project development support document began in summer 2023 and is anticipated to be complete in 2025. OCTA included the final design phase in the 2024 STIP which was adopted by CTC in March 2024.

Segment 3: Final design was initiated in March 2022 and was completed in August 2024.

### Benefits:

This project will substantially improve existing and future mobility, reduce congestion, improve mainline weaving, and merge/diverge movements, which will improve both traffic operations and safety. Combined improvements from Orangethorpe Avenue to Tonner Canyon Road could achieve a 40 percent reduction in total delay through the SR-57 northbound corridor.

### External Funding:

Segment 1: \$104.85 million in state funds.

Segment 2: The Board approved \$6.50 million and \$18 million in state funds to support the environmental and design phases of this project.

Segment 3: The Board approved \$14.74 million in federal funds.

### Risks:

No risk on segment 1 as the project is complete. For segment 2 and segment 3, overall time, scope, costs, and quality risks are low to medium with this project due to construction within the existing ROW and relatively straightforward design issues. However, risks exist due to the potential need for seismic retrofitting of existing bridges and proximity to the Southern California Regional Rail Authority, future High-Speed Rail ROW, and other important stakeholders.



## G. SR-57 Improvements

### **Related Projects:**

Project H.

### **Other Involved Agencies:**

Caltrans, cities of Anaheim, Brea, Fullerton, Orange, and Placentia, CTC, and FHWA.

### **Assumptions:**

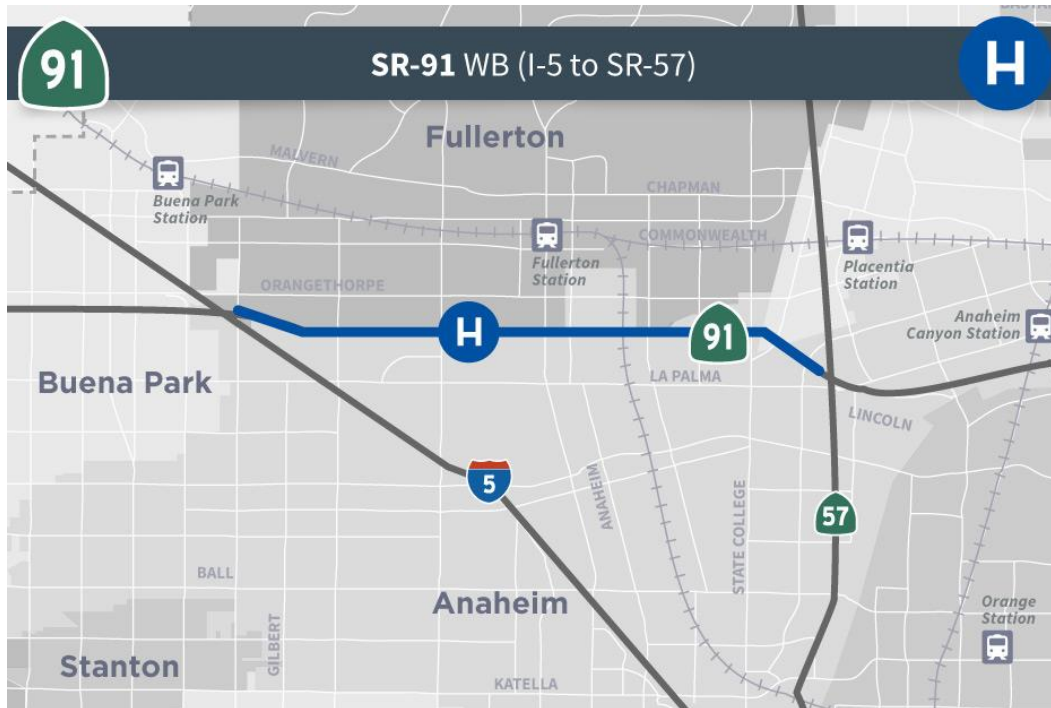
Cost based on June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## H. SR-91 (I-5 to SR-57)

EXHIBIT 19: PROJECT H – MAP OF APPROXIMATE LIMITS



### Description:

Project H widened westbound SR 91 by connecting existing auxiliary lanes (approximately 4.5 miles) through interchanges, thus forming a fourth continuous general purpose lane between I-5 and SR-57. The project also replaced existing auxiliary lanes on westbound SR-91 between State College Boulevard and Raymond Avenue, and between Euclid Street and Brookhurst Street, and added a new auxiliary lane between Raymond Avenue and Lemon Street. See Exhibit 19 for a map of the approximate limits.

### Cost:

\$59.23 million.

### Status:

The project opened to traffic in March 2016 and was officially completed in June 2016.

### Benefits:

This project alleviated congestion by adding a continuous general purpose lane and replaced existing auxiliary lanes, which improved merging operations at each interchange.

### External Funding:

\$27.23 million in state funds were used for the project.

### Risks:

None – project completed.

### Related Projects:

Project I.



## H. SR-91 (I-5 to SR-57)

### **Other Involved Agencies:**

Caltrans, cities of Anaheim and Fullerton, and CTC.

### **Assumptions:**

Cost based on June 2024 M2 Program cash flow.

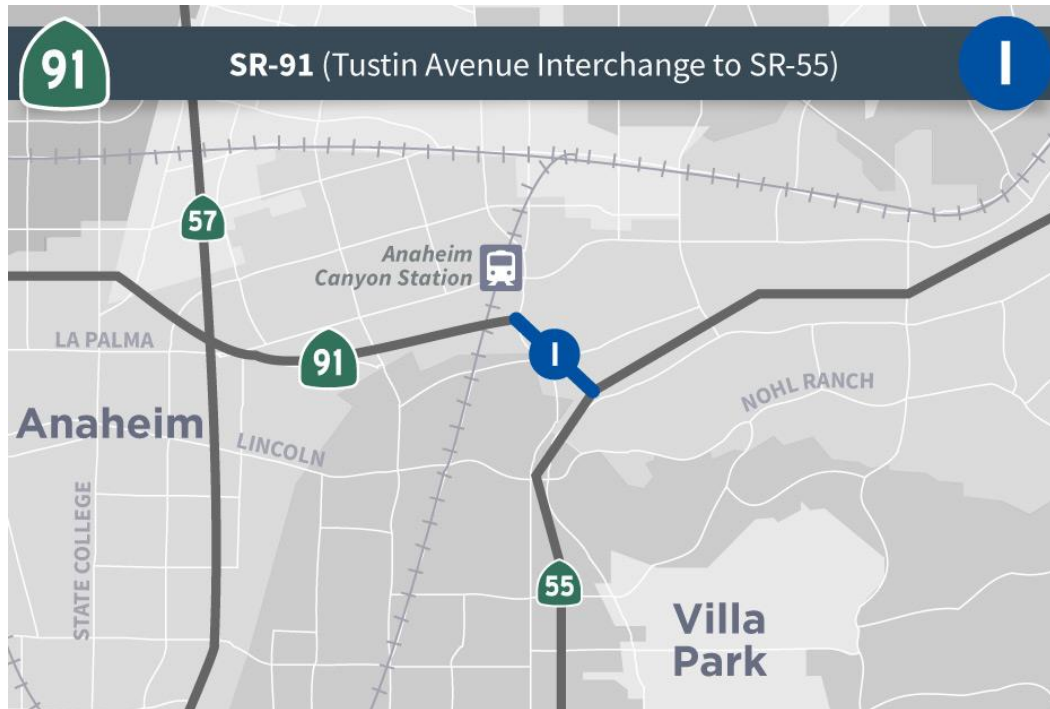
### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)



## I. SR-91 (Tustin Avenue Interchange to SR-55)

EXHIBIT 20: PROJECT I – MAP OF APPROXIMATE LIMITS



### Description:

Project I from Tustin Avenue Interchange to SR-55 added a westbound auxiliary lane, beginning at the northbound SR-55 to westbound SR-91 connector, through the Tustin Avenue interchange. The overall segment length was approximately two miles. Additional features of this project included widening the westbound Santa Ana River Bridge to accommodate the auxiliary lane. See Exhibit 20 for a map of the approximate limits.

### Cost:

\$42.47 million.

### Status:

The project was completed and opened to traffic in 2016.

### Benefits:

This project addressed chokepoint conditions and reduced operational problems, including weaving and merging maneuvers, which were primarily caused by extensive weaving between the northbound SR-55 to westbound SR-91 connector and the westbound SR-91 off-ramp to Tustin Avenue.

### External Funding:

\$29.75 million in state funds were used for the project.

### Risks:

None – project completed.



## I. SR-91 (Tustin Avenue Interchange to SR-55)

### **Related Projects:**

Projects H, I (SR-57 to SR-55) and J.

### **Other Involved Agencies:**

Caltrans, City of Anaheim, CTC, and FHWA.

### **Assumptions:**

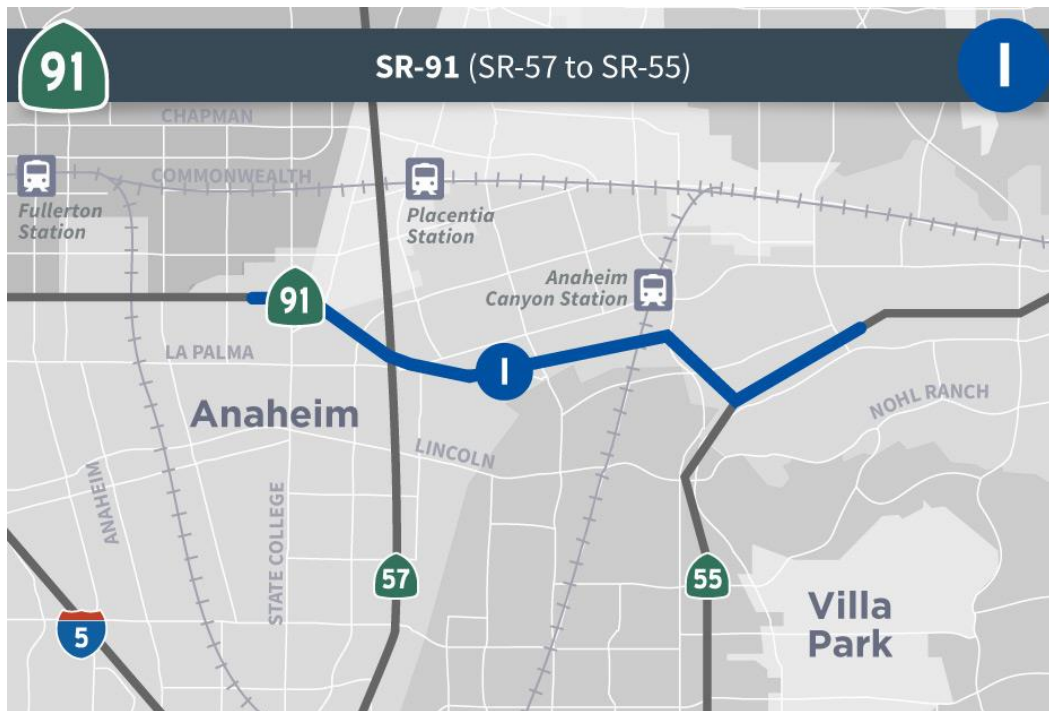
Cost based on January 2019 Project Status Report, which was incorporated in the June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- January 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## I. SR-91 (SR-57 to SR-55)

EXHIBIT 21: PROJECT I – MAP OF APPROXIMATE LIMITS



### Description:

Project I from approximately SR-57 to SR-55 will add one westbound general purpose lane between northbound SR-57/westbound SR-91 connector and State College Boulevard, and one eastbound general purpose lane between SR-57 and SR-55. See Exhibit 21 for a map of the approximate limits. The project is divided into three segments as described below.

Segment 1: This project from SR-55 to Lakeview Avenue (approximately 2.2 miles) will realign the westbound SR-91 on-ramp at Lakeview Avenue interchange, replace the Lakeview Avenue overcrossing bridge, and add a new on-ramp from the Lakeview Avenue bridge to connect directly to southbound SR-55 to improve traffic operations in the Anaheim area.

Segment 2: This project will add an eastbound general purpose lane on SR-91 between La Palma Avenue and SR-55 (approximately 2.7 miles) and include bridge widening over the Santa Ana River on eastbound SR-91 and bridge replacements at Glassell Street/Kraemer Boulevard and Tustin Avenue to reduce congestion and improve traffic operations in the cities of Anaheim and Fullerton.

Segment 3: This project from Acacia Street to La Palma Avenue (approximately 1.8 miles) will add a fourth general purpose lane on westbound SR-91 between northbound SR-57/westbound SR-91 connector and State College Boulevard, make improvements to the weave from westbound SR-91 to northbound and southbound SR-57, and replace the bridge at La Palma Avenue to enhance westbound operations on SR-91, to reduce congestion and improve traffic operations in the cities of Anaheim and Fullerton.





## I. SR-91 (SR-57 to SR-55)

### Cost:

Segment 1:

- M2 Portion: \$126.26 million (YOE).
- Caltrans Multi Asset Project Portion: \$7.71 million (YOE).

Segment 2: \$208.45 million (YOE).

Segment 3:

- M2 Portion: \$207.0 million (YOE).
- Caltrans Multi Asset Project Portion: \$31.44 million (YOE).

### Status:

The environmental phase for all three segments was completed in June 2020.

Segment 1: The project was advertised for construction in June 2024 and construction is anticipated to start in early 2025.

Segment 2: Final design was initiated in June 2020 and is anticipated to be complete in early 2025.

Segment 3: Final design was initiated in November 2020 and is anticipated to be complete in late 2024/early 2025.

### Benefits:

Segment 1: This project is anticipated to alleviate congestion and reduce delay by improving the connection from Lakeview Avenue to southbound SR-55.

Segment 2: This project is anticipated to alleviate congestion in the eastbound direction and improve safety in both directions.

Segment 3: This project will enhance westbound operations and safety.

### External Funding:

The Board has approved funding that supports this project including:

Segment 1: \$6.77 million in federal funds, \$42.57 million in state funds, and \$58.76 million in 91 Express Lanes excess revenues. Caltrans is responsible for the Multi Asset Project which is currently estimated at \$7.71 million.

Segment 2: \$3.46 million in federal funds and \$42.81 million in 91 Express Lanes excess revenue.

Segment 3: \$4.77 million in federal funds and \$159.70 million in 91 Express Lanes excess revenue. Caltrans is responsible for the Multi Asset Project which is currently estimated at \$31.44 million.

### Risks:

Overall time, scope and costs risks are high due to coordination with the Caltrans multi-asset project and refined design options that require Caltrans concurrence, which remains under review.



## I. SR-91 (SR-57 to SR-55)

### **Related Projects:**

Projects H, I (Tustin Avenue Interchange to SR-55), and J.

### **Other Involved Agencies:**

Caltrans, cities of Anaheim, Fullerton, Orange, and Placentia, CTC, and FHWA.

### **Assumptions:**

Cost based on June 2024 M2 Program cash flows. Caltrans is responsible for the Multi Asset Project cost.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## J. SR-91 (SR-55 to SR-71)

EXHIBIT 22: PROJECT J – MAP OF APPROXIMATE LIMITS



### Description:

Project J includes improvements on SR-91 from SR-55 to SR-71 in Riverside County and is divided into three segments. See Exhibit 22 for a map of the approximate limits.

Segment 1: This project added one eastbound lane (approximately six miles) on SR-91 from one-mile east of SR-241 to SR-71 in Riverside County. This project was led by RCTC in coordination with Caltrans District 8.

Segment 2: This project added one new lane (approximately six miles) in both directions of SR-91 between SR-55 and SR-241 and improved key interchanges. Additional improvements included the widening and seismic retrofitting of the Imperial Highway and Weir Canyon Road undercrossing bridges. This project was led by OCTA in coordination with Caltrans District 12.

Segment 3: This project requires coordination and funding agreements with RCTC to deliver complementary improvements between SR-241 and SR-71 in Riverside County. M2 is only responsible for the Orange County portion of this project. Improvements beyond SR-71 are overseen by RCTC.

### Cost:

Segment 1: \$57.77 million.

Segment 2: \$79.74 million.

Segment 3: \$161.83 million (YOE).



## J. SR-91 (SR-55 to SR-71)

### **Status:**

Segment 1: Completed in January 2011.

Segment 2: Completed in March 2013.

Segment 3: This project was environmentally reviewed as part of the RCTC's Corridor Improvement Project. RCTC and OCTA advanced the westbound direction of this segment by adding a general purpose lane (two miles in length) from Green River Road to SR-241. RCTC was the lead agency and OCTA contributed \$15 million towards the project. Construction began in November 2020 and was completed in January 2022. A feasibility study to evaluate potential eastbound improvements from SR-241 to SR-71 was completed in April 2022. RCTC is the lead agency for advancing the environmental phase of the eastbound improvements known as the Eastbound Corridor Operations Project (ECOP), which began in June 2023 and is anticipated to be complete in mid-2025. Future phases are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

### **Benefits:**

Segment 1: This project added one general purpose lane, which improved weaving by reducing the volume of exiting vehicles in the SR-91 mainline through lanes that are exiting at Green River Road and SR-71.

Segment 2: This project helped to alleviate congestion and reduce delays.

Segment 3: This project will reduce congestion and delays and improve operational efficiency by reducing the existing chokepoints within the project limits.

### **External Funding:**

Segment 1: \$45.91 million in federal funds and \$4.92 million in local funds were used for this project.

Segment 2: \$76.30 million in state funds were used for this project and \$2.90 million in state funds were used for replacement planting.

Segment 3: \$15.00 million of 91 Express Lanes excess revenue is Board approved for the Orange County portion of this segment.

### **Risks:**

No risks for Segments 1 and 2 as they are complete. For segment 3, time, scope, and costs risks are dependent upon required coordination with RCTC. Eastbound improvements have engineering challenges due to project area topography (Santa Ana Canyon) and natural constraints (Santa Ana River).

### **Related Projects:**

Project I and the Riverside County Corridor Improvement Project.



## J. SR-91 (SR-55 to SR-71)

### **Other Involved Agencies:**

Caltrans, cities of Anaheim and Yorba Linda, Corona, County of Orange, CTC, FHWA, and RCTC.

### **Assumptions:**

Cost based on December 2012 Project Status Report (segment 1), June 2018 Project Status Report (segment 2), and estimates from RCTC (segment 3) which were incorporated in the June 2024 M2 Program cash flow. The ECOP schedule and cost is subject to change and are contingent on the outcome of the environmental phase, availability of funding, and coordination with RCTC.

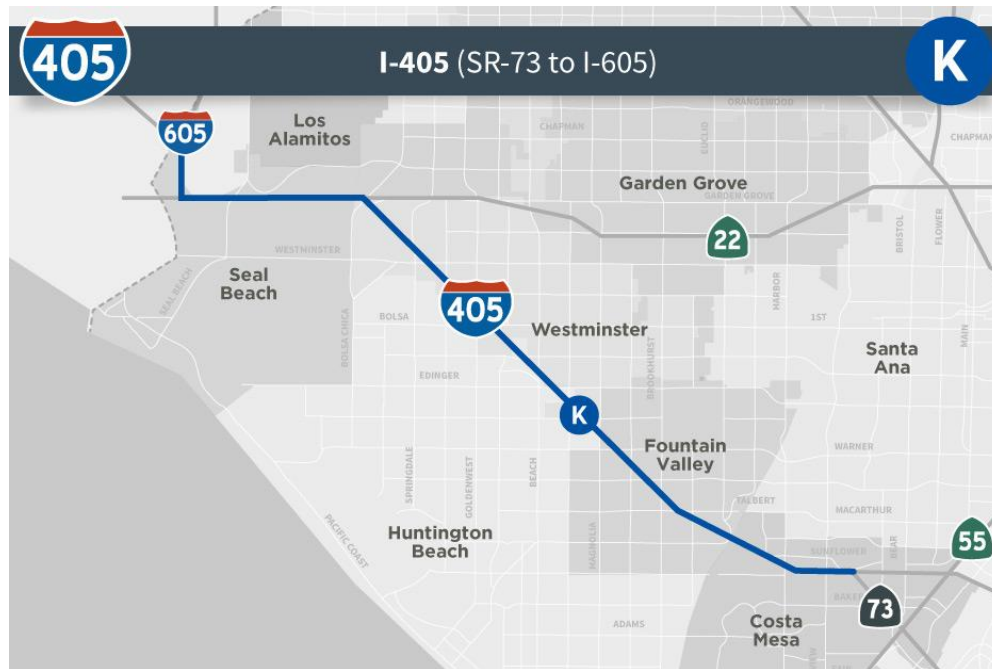
### **References:**

- OCTA 2022 Long-Range Transportation Plan
- December 2012 Project Status Report (segment 1)
- June 2018 Project Status Report (segment 2)
- Capital Funding Program Report – State Highway Project (August 2024)



## K. I-405 (SR-73 to I-605)

EXHIBIT 23: PROJECT K – MAP OF APPROXIMATE LIMITS



### Description:

Project K included the addition of new lanes to I-405 between SR-73 and I-605. The project made the best use of available freeway property by staying generally within the freeway ROW and updating key local interchanges to the current Master Plan of Arterial Highway (MPAH) standards. The project added one general purpose lane (approximately 16 miles) in each direction of I-405 from Euclid Street to I-605. Additional improvements included reconstruction of local interchanges and improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. See Exhibit 23 for a map of the approximate limits.

Concurrently with Project K, an additional lane (approximately 14 miles) was added in each direction that combined with the existing HOV lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605. The general purpose lanes were funded with M2, state, and federal funds; the express lanes were funded solely with toll revenues.

### Cost:

- M2 Portion: \$1.62 billion
- Express Lanes Portion: \$540.00 million

### Status:

The project fully opened to traffic on December 1, 2023. Remaining work includes landscaping and punch-list items. Final acceptance and relief of maintenance is expected in late 2024.



## K. I-405 (SR-73 to I-605)

### **Benefits:**

Project K included the addition of auxiliary and general purpose lanes that reduced congestion and improved travel times. Additional improvements included interchange and local street improvements, and a direct Express Lanes connector at the I-405/SR-73 interchange.

The express lanes operate congestion-free throughout the day, due to toll rates that vary based on traffic demand. The express lanes provide commuters with a reliable travel option compared to the adjacent, general purpose lanes.

M2 improvements, in combination with express lanes improvements, provide more throughput in the corridor. These improvements added two additional freeway lanes to I-405 in both directions between SR-73 to the I-605 interchange.

### **External Funding:**

The Board has approved funding that supports this project, including \$45.65 million in federal funds and \$89.77 million in state funds. The project also successfully secured \$628.93 million from Transportation Infrastructure Finance and Innovation Act (TIFIA), a low-cost federal loan. The M2 cash flow will benefit from \$108.93 million in TIFIA revenues for this project. The entire TIFIA loan will be paid back solely with toll revenues.

### **Risks:**

None – project completed.

### **Related Projects:**

Project L and WCC improvements at SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

### **Other Involved Agencies:**

Caltrans, Build America Bureau TIFIA Office, cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, Community of Rossmore, CTC, and FHWA.

### **Assumptions:**

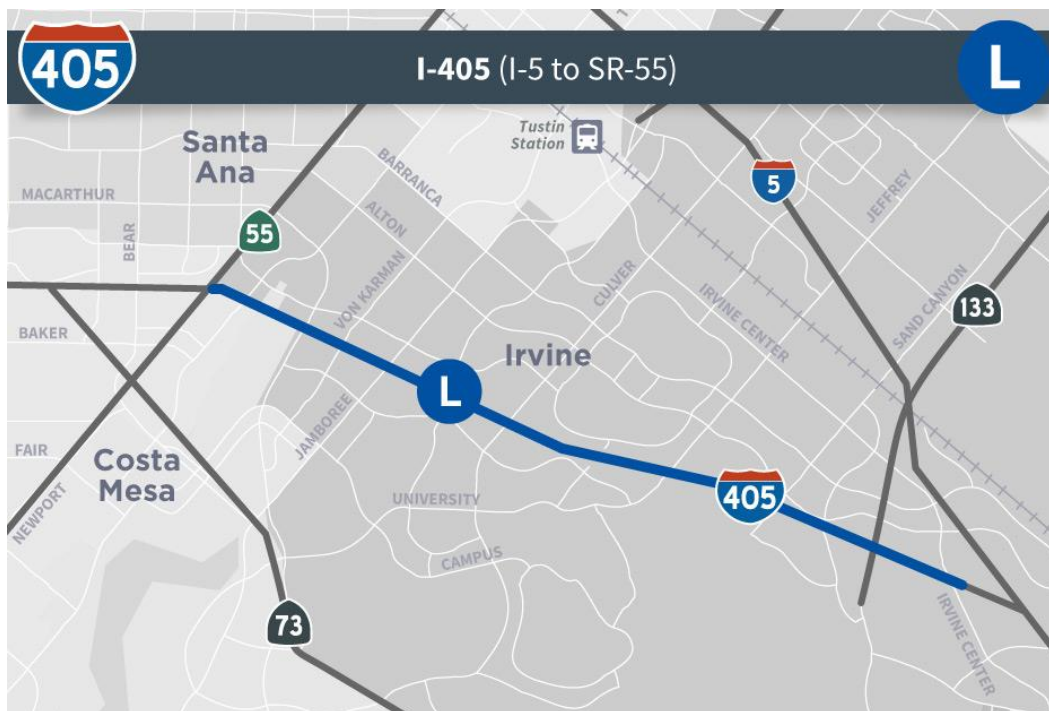
Costs based on June 2024 M2 Program cash flow. M2 will only pay for the addition of the general purpose lanes. Toll revenues will pay for the 405 Express Lanes.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## L. I-405 (I-5 to SR-55)

EXHIBIT 24: PROJECT L – MAP OF APPROXIMATE LIMITS



### Description:

Project L will add new lanes (approximately 8.5 miles) to I-405 from the vicinity of I-5 to SR-55 to alleviate congestion and reduce delays. See Exhibit 24 for a map of the approximate limits. The project will generally be constructed within the existing ROW.

### Cost:

\$269.60 million (YOE).

### Status:

The project completed the environmental phase in August 2018 and is shelf-ready to begin the design phase.

Project B (I-5, I-405 to SR-55) is a parallel project designated for construction. As a result, Project L will follow to avoid excessive inconvenience to the traveling public. Additionally, a significant Caltrans safety project is scheduled to take place within the Project L project limits and will require additional coordination.

### Benefits:

Improvements between I-5 and SR-55 would help alleviate congestion and reduce delays.

### External Funding:

The Board approved providing \$8.00 million in federal funds to support the environmental phase of the project. This project is eligible for future state and federal funds.





## L. I-405 (I-5 to SR-55)

### **Risks:**

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.

### **Related Projects:**

Projects B and K.

### **Other Involved Agencies:**

Caltrans, City of Irvine, CTC, FHWA, and Transportation Corridor Agencies.

### **Assumptions:**

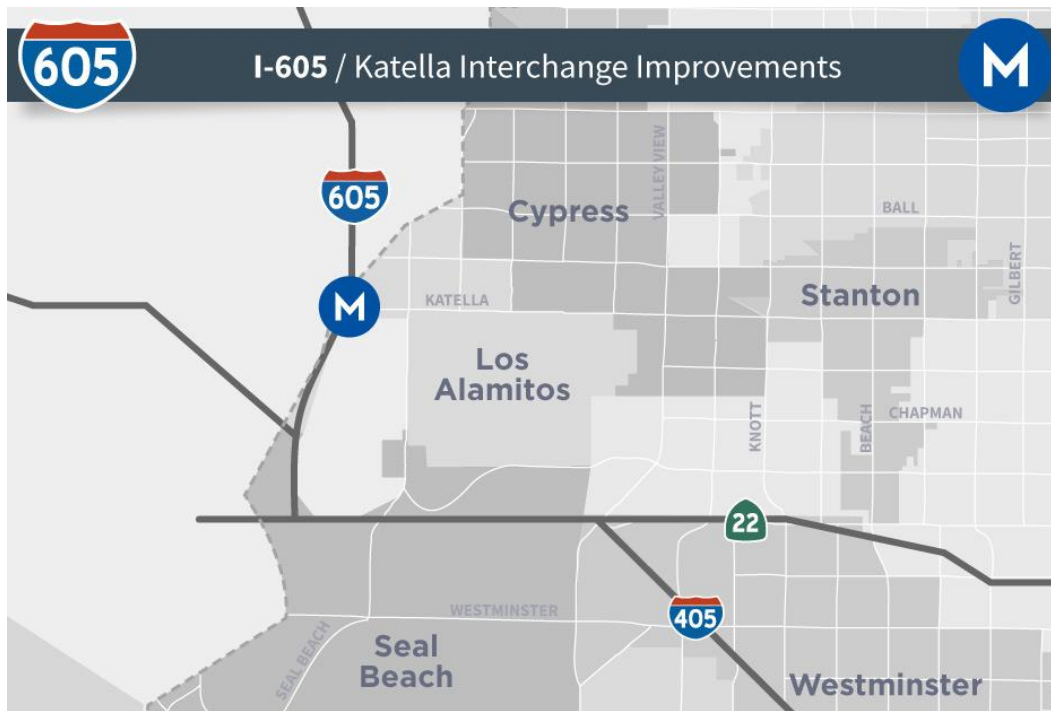
Cost based on estimate developed in the environmental phase which was incorporated in the June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- February 2019 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)

## M. I-605 (Katella Avenue Interchange) Improvements

EXHIBIT 25: PROJECT M – LOCATION OF IMPROVEMENT



### Description:

Project M includes improvements to I-605 freeway access and the arterial connection at Katella Avenue, which serves communities in the cities of Cypress and Los Alamitos. See Exhibit 25 for the location of the improvement.

### Cost:

\$49.72 million (YOE).

### Status:

The environmental phase for this project was completed in late 2018 and was done in cooperation with the City of Los Alamitos. Final design was initiated in December 2020 and was completed in January 2023. ROW Certification is underway and is anticipated to be completed in fall 2024.

### Benefits:

The I-605 Katella Avenue interchange project would include both freeway and arterial improvements that would improve interchange traffic operations and improve bicycle and pedestrian facilities while minimizing adjacent ROW and environmental impacts. Additionally, these improvements would reduce congestion, traffic queuing, and delays within the interchange area.

### External Funding:

The Board approved providing \$17.80 million in federal funds.

### Risks:

Overall time, scope, and costs risks are low with this project due to low ROW impacts and straightforward design.



## M. I-605 (Katella Avenue Interchange) Improvements

### **Related Projects:**

Project K and WCC improvements at the SR-22/I-405 and I-405/I-605 interchanges (mentioned under Project E).

### **Other Involved Agencies:**

Caltrans and City of Los Alamitos.

### **Assumptions:**

Cost based on June 2024 M2 Program cash flow.

### **References:**

- OCTA 2022 Long-Range Transportation Plan
- June 2024 Project Status Report
- Capital Funding Program Report – State Highway Project (August 2024)



## N. Freeway Service Patrol

### Description:

The FSP provides competitively-bid, privately contracted tow truck services to help stranded motorists in addition to clearing disabled vehicles and large debris from freeway lanes to reduce congestion caused by blocked traffic lanes and passing motorists rubbernecking. FSP is available on all Orange County freeways during peak traffic hours, Monday through Friday, and in specific congested areas on weekends. This project assures that this basic level of service will be continued through 2041.

### Program Funding:

\$64.34 million in M2 revenue between 2025 and 2034.

### Status:

FSP is primarily funded by State Highway Account (SHA) and Road Repair and Accountability Act of 2017 (SB 1) funds. OCTA meets matching fund requirements by utilizing a portion of its share of Service Authority for Freeway Emergencies (SAFE) funds collected by the Department of Motor Vehicles each year. Since June 2012, the FSP has assisted more than 794,363 motorists along Orange County freeways.

As demand, congestion levels, and costs increase, this project will allow the program to maintain existing service hours and extend service throughout the day and on weekends on additional freeway segments.

M2 also helps support the California Highway Patrol (CHP) as the partner responsible for field supervision. M2 funds a full-time dispatcher and CHP Officer overtime to ensure adequate program support seven days a week.

### Present Day:

The FSP program assisted 56,166 motorists along the Orange County freeway system in FY 2023-24.

### Benefits:

To keep Orange County moving, FSP provides free limited roadside assistance to motorists whose vehicles have become disabled and removes congestion-causing debris on Orange County freeways. Motorist assistance is limited to taping a leaking hose, providing water for a radiator, a jump start, a gallon of gas, a tire change, or towing a disabled vehicle off the freeway to a designated drop zone where the motorist may seek additional assistance.

In FY 2022-23, Orange County received approximately \$5 of congestion relief benefit for every dollar invested in the program.

### External Funding:

- SHA allocation provided by Caltrans – approximately \$2.2 million annually.
- SB 1 allocation provided by Caltrans – approximately \$2 million annually.
- SAFE (\$1 per vehicle registration fee) -funds not allocated to the Freeway Call Box and 511 Motorist Assistance and Traveler Information programs are available for FSP program use, to meet local match fund requirements – approximately \$1.2 million annually.



## N. Freeway Service Patrol

### **Risks:**

Should the State of California stop funding FSP through the SHA and SB 1, M2 will not be sufficient to maintain existing service levels.

### **Related Projects:**

M2 Project N funds are designated to maintain existing service levels, provide mid-day and weekend service, and limited FSP support services for construction of Projects A-M.

### **Other Involved Agencies:**

Caltrans and CHP.

### **Assumptions:**

Project N is assumed to be funded on a pay-as-you-go basis. Funding provided through the SHA and SB 1 are allocated first, and then M2 funding is applied as needed.

### **References:**

M2 Project N Guidelines for FSP Project, approved on February 13, 2012.



## Freeway Environmental Mitigation Program

### Overview:

The EMP provides for allocation of five percent of the total M2 freeway budget for comprehensive environmental mitigation related to impacts from freeway improvements (projects A-M). The EMP was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

A master agreement between OCTA, Caltrans, and state and federal resource agencies was approved in January 2010. This offers higher-value environmental benefits such as habitat protection, connectivity, and resource preservation in exchange for streamlined project approvals for the 13 (segmented into 30) M2 freeway projects.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for the Mitigation Program as it relates to Projects A-M:

- Streamline freeway projects through the biological permitting process.
- Provide comprehensive environmental mitigation.
- Partner with state and federal resource and regulatory agencies.
- Provide higher-value environmental benefits such as habitat protection, connectivity, and resource preservation.

### Next 10 Plan Deliverables:

In 2009, the Board approved a policy to allocate approximately 80 percent of the revenues to acquisitions and 20 percent to fund restoration projects. This policy will need to be revisited periodically to ensure it continues to meet program needs. The Next 10 Plan recommends four major initiatives through 2034 consistent with the above framework:

1. Oversee and manage the Preserves while the endowment is being established and determine potential long-term land manager(s) and endowment holder(s). This includes coordinating with local fire authorities and the Wildlife Agencies to monitor habitat recovery after wildfires impact the Preserves.
2. Focus EMP resources funding as a first priority toward the establishment of the endowment for the Preserves.
3. Review and update the resource management plans (RMP) on the Preserves as appropriate. This includes the development of FMPs for each of the Preserves.
4. Complete approximately 350 acres of restoration projects funded through M2 to fulfill the Conservation Plan commitments.



## Environmental Mitigation Program

### **Description:**

In 2010, OCTA began preparing a Conservation Plan, which examines habitat resources within broad geographic areas and identifies conservation and mitigation measures to protect habitat and species. This analysis was completed in 2016; in accordance with the master agreement “advance credit” provision, funds were allocated prior to completion of the Conservation Plan. In 2017, the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (collectively, Wildlife Agencies) finalized the issuance of their respective biological opinion, findings, and associated permits, as well as signed the Conservation Plan Implementing Agreement. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and Wildlife Agencies.

Concurrent with efforts made toward completing the Conservation Plan and EIR/Environmental Impact Statement (EIS), OCTA collaborated with the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board (SWRCB) – regulatory agencies – to streamline the regulatory permitting process. In 2017, the USACE issued a programmatic permit to OCTA and Caltrans (as owner/operator of the state highway system). The SWRCB provided a letter to OCTA in 2018, which further secured assurances related to advanced mitigation and freeway project permit issuance.

RMPs for each of the seven Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The Conservation Plan also requires that each Preserve have a Preserve-specific FMP. Staff will continue to oversee and manage the Preserves until a long-term management strategy is determined at which time, some or all of the Preserve responsibilities could be transferred to another entity.

### **Cost:**

In 2007, the Board approved approximately \$55 million as part of the EAP. Accordingly, \$42 million and \$10.5 million were allocated for acquisition and restoration, respectively. An additional \$2.5 million was allocated for the Conservation Plan development and program support, including appraisals and biological surveys.

### **Status:**

Since 2010, a total of \$10 million has been allocated for 12 projects to restore approximately 350 acres of open space lands throughout Orange County.

On September 26, 2016, the Board approved the selection of the endowment fund manager. Annually, approximately \$2.9 million is deposited in the endowment. These annual deposits are expected over a ten to 12 year period, or until the fund totals approximately \$46.2 million. As of June 30, 2024, the balance was \$28,424,735, which includes eight deposits. Annual endowment deposits will continue to be made near the beginning of each FY. The Wildlife Agencies finalized the issuance of their respective permits, as well as executing the Implementing Agreement in 2017. In early 2018, OCTA secured advanced streamlined state and federal clean water permitting requirements. All seven Preserves have finalized RMPs and are being managed and protected for an interim period by OCTA staff and contractors. These RMPs are currently being reevaluated and will be revised as necessary in 2025. Staff will continue to oversee and manage the Preserves while a long-term management strategy and manager is determined.

# Environmental Mitigation Program

## Present Day:

The FMPs provide guidelines for decision-making at all stages of a fire. These FMPs were drafted to be compatible with the conservation and stewardship responsibilities of the Preserves. Coordination with local fire agencies and the Wildlife Agencies occurred and the FMPs were approved in early 2024. The FMPs are available on the OCTA website and will be attached to the updated RMPs.

OCTA continues to manage the Preserves and is required to provide Conservation Plan reports annually to the Wildlife Agencies. To date, these reports document that OCTA is complying with all the commitments within the Conservation Plan. The 2023 report is underway and is anticipated to be shared with the Board in late 2024; it will subsequently be posted on the OCTA EMP website.

## Benefits:

The completed Conservation Plan and regulatory permitting process are tools by which OCTA obtains biological and regulatory permits/assurances for the 13 (segmented into 30) M2 freeway projects. This comprehensive process enables OCTA to streamline future M2 freeway improvement projects.

## External Funding:

Examples of external funding available for this program include:

- USFWS contribution toward the acquisition of open space land in the Trabuco Canyon area.
- USFWS Habitat Conservation Planning Assistant Grant to help fund the completion of the Conservation Plan.
- Restoration project sponsors utilize external funds and resources to implement their projects.

## Risks:

To date, seven restoration projects have been completed and signed off by the Wildlife Agencies. The success of the restoration projects will support OCTA's Conservation Plan and regulatory permitting processes. However, unforeseeable conditions such as the frequency of drought and wildfires have and may continue to impact plant reestablishment. Additional funding may be necessary to ensure successful implementation of the restoration projects if the Wildlife Agencies do not sign off on the project under current conditions. OCTA will need to establish the endowment over a ten to 12-year period. OCTA currently holds the title and interim land management responsibility of the Preserves but will potentially secure a long-term land manager(s) in the future.

## Related Projects:

Projects A-M.

## Other Involved Agencies:

Caltrans, CDFW, the environmental community, SWRCB, USACE, and USFWS.

## Assumptions:

This program is assumed to be funded primarily on a pay-as-you-go basis in the future, in addition to prior bonding issuances. More detailed assumptions are included in the appendices.

## References:

- Final Conservation Plan and EIR/EIS
- Additional resources can be found online: [www.octa.net/environmental](http://www.octa.net/environmental)



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# NEXT 10

DELIVERY PLAN



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## 2.2 STREETS & ROADS PROGRAM

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# EXHIBIT 26: OC GO STREETS AND ROADS PROGRAM MAP

**OC GO STREETS AND ROADS PROGRAM**



updated 08.02.24

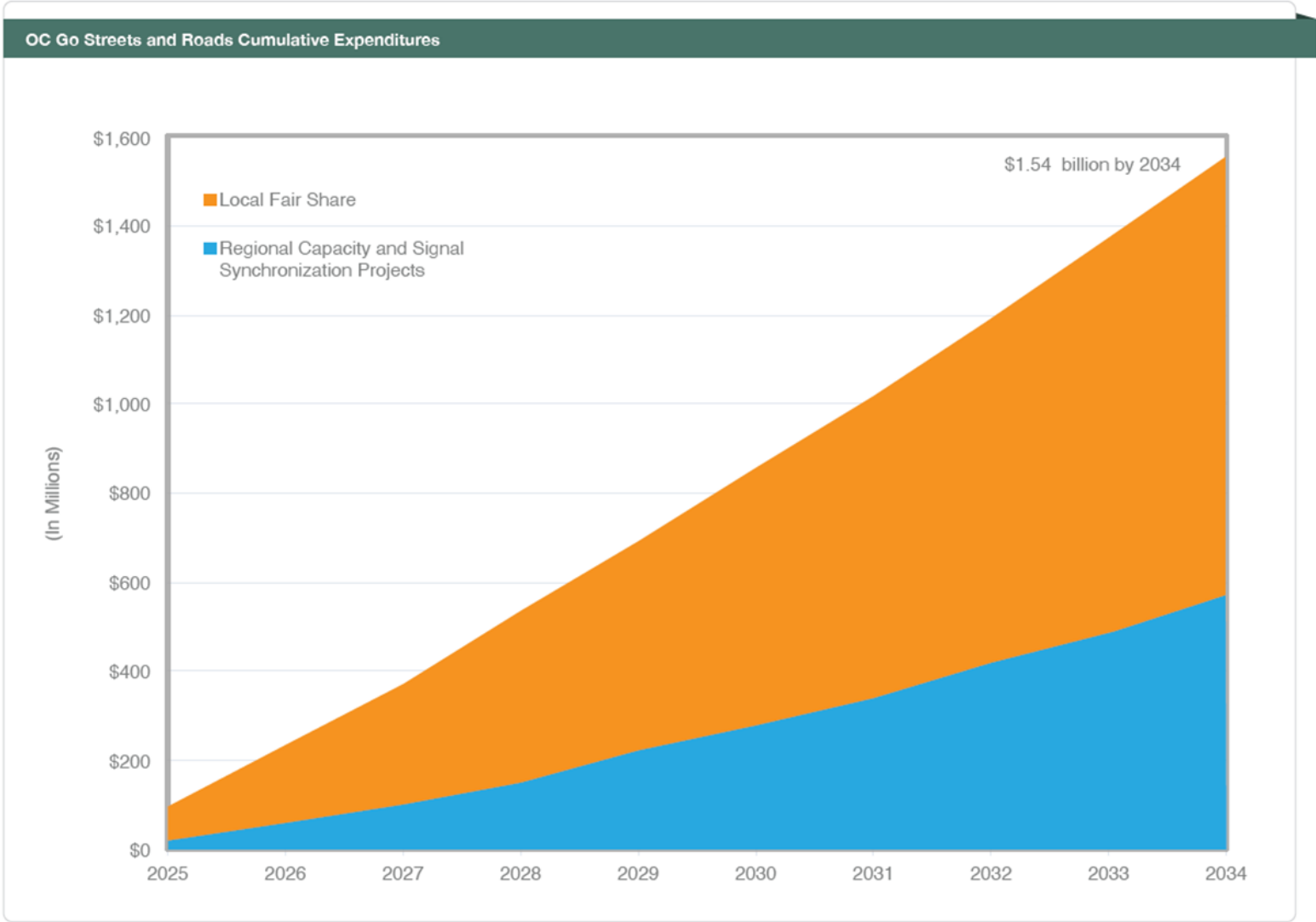
- Regional Capacity Program**

  - Competitive funding program with annual call for projects for roadway improvements (not mapped)
  - OC Bridges Grade Separation Projects
  
- Regional Traffic Signal Synchronization Program**

  - Competitive funding program with annual call for projects for signal coordination
  
- Local Fair Share Program**

  - Flexible funding to local jurisdictions for street maintenance and improvements (not mapped)

EXHIBIT 27: OC GO STREETS AND ROADS CUMULATIVE EXPENDITURES





## 2.2. Streets and Roads Program

### Overview:

Local streets provide the capacity for the movement of people and goods which is essential to Orange County's commerce and vitality. Streets carry approximately half of Orange County's car and truck traffic and nearly all of Orange County's bicycle and pedestrian traffic. Keeping people moving on local streets is an essential function of the M2 funding programs for local streets. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Streets and Roads Program:

- Target M2 competitive program funds for streets with the worst traffic congestion.
- Maintain the value of investments in streets by synchronizing traffic signals and keeping pavement in good condition.
- Consider all modes of travel when planning for added street capacity.

Within this program is the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. For more details, see Section 3.1 in the Appendix.

### Next 10 Plan Deliverables:

Continue to provide funding to improve the countywide network of streets and roads, making them safer and more efficient. The Next 10 Plan for streets and roads recommends two major initiatives through 2034, consistent with the above framework:

1. Provide annual calls for competitive funding to local jurisdictions to address bottlenecks and gaps in the street system and synchronize signals (Project O and P).
2. Provide flexible funding to local jurisdictions to preserve the quality of streets or for use on other transportation needs as appropriate (Project Q).



## O. Regional Capacity Program

### Description:

Project O provides funding through a competitive process to local jurisdictions for recommended streets and roads projects which complete the Orange County MPAH, relieve congestion, are cost effective, and can proceed to construction quickly. These projects fall into one of two categories as described below.

**RCP:** This portion of Project O provides a funding source to complete the Orange County MPAH, a plan for future roadway improvements throughout Orange County. This includes intersection improvements and other projects that help improve street operations and reduce congestion. The M2 goal for these projects is to complete roughly 1,000 miles of new street lanes, mostly in the form of widening existing streets to their ultimate planned width. Matching local funds are required for these projects.

**OC Bridges:** This portion of Project O funded seven over- or underpass grade separations that eliminate car and train conflicts along the BNSF railway (Orangethorpe Avenue corridor) in northern Orange County. These grade separations increased safety for everyone traveling through the intersections and eliminated delays caused by trains.

### Program Funding:

RCP: \$426.01 million between 2025 and 2034.

### Status:

To date, OCTA has awarded \$406.35 million, which includes \$24.25 million in external funding, to 186 projects through 14 competitive RCP calls. Annual calls are planned for projects between 2025 and 2034.

As of November 2017, all seven grade separation projects were opened to traffic (Kraemer Boulevard, Lakeview Avenue, Orangethorpe Avenue, Placentia Avenue, Raymond Avenue, State College Boulevard, and Tustin Avenue/Rose Drive). No future calls for grade separations are anticipated.

### Present Day:

Annual RCP calls take place providing local jurisdictions the opportunity to request funding for street improvements that reduce congestion.

### Benefits:

Completion of the MPAH system, including grade separations, will result in better traffic flow and a more efficient transportation system.

### External Funding:

**RCP:** Local jurisdictions are required to provide a 50 percent local match. Matching funds may be reduced contingent on participation in pavement and signal programs, as well as use of non-M2 funds for local match. While other external state and federal funding are not typically used for RCP projects, there have been seven projects to date which qualified for and were awarded State-Local Partnership Program funds, amounting to approximately \$24.25 million.

**OC Bridges:** The Board approved the use of \$209.7 million in federal funds and \$260.8 million in state funds for this project. Additionally, local jurisdictions provided \$44.4 million in funding. OC Bridges funding includes 75 percent in external local, state, and federal funds.





## O. Regional Capacity Program

### **Risks:**

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

### **Related Projects:**

Project P and Project Q.

### **Other Involved Agencies:**

All local jurisdictions (cities and County of Orange).

### **Assumptions:**

Project O is assumed to be funded primarily on a pay-as-you-go basis with bonding for the seven OC Bridges projects. More detailed assumptions are included in the appendices.

### **References:**

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- Orange County MPAH Guidelines
- Capital Funding Program Report – Local Road Project (August 2024)





## P. Regional Traffic Signal Synchronization Program

### **Description:**

Project P provides funds to local jurisdictions to implement new signal timing on a 750-mile regional network that covers most of Orange County. Optimizing traffic signal timing is a low-cost, high-benefit approach to reducing congestion and improving traffic flow. Better signal timing results in fewer traffic stops, delays, pollution, and saves commuters gas and money.

### **Program Funding:**

\$200.86 million between 2025 and 2034.

### **Status:**

As of June 2024, OCTA has funded approximately \$184.8 million, including \$40.1 million in M1 and external funding, to 137 projects. Since 2008, 107 corridor-based signal synchronization projects have been implemented, 26 are planned or underway, and three have been cancelled. Annual calls are planned for projects between 2025 and 2034. From FY 2024-25 through FY 2033-34, the entire network of signals is anticipated to have been retimed or optimized at least two times. This equates to more than 4,000 intersections retimed over a ten-year period.

### **Present Day:**

In the past, many traffic signal synchronization projects were limited to segments of roads in individual cities. M2 provides funds to expand these projects to benefit neighboring cities and regional corridors.

### **Benefits:**

Optimizing signal timing offers substantial benefits in reducing traffic delays and improving air quality. To date, OCTA has implemented optimized signal timing on 107 corridors with 3,705 intersections covering 954 miles of roadway. On the average, each project resulted in a 13 percent travel time savings for corridor end-to-end travel, saving commuters time and money for a relatively low investment. Future projects may see comparable benefits when combined with capital improvements to reduce physical bottlenecks where appropriate.

### **External Funding:**

Local jurisdictions are required to provide a 20 percent local match. Matching funds may be in-kind services. There may be future needs for more capital-intensive investments as systems age.

Projects that started prior to the 2011 call were funded with \$4.95 million in M1, \$1.77 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ), and \$3.82 million in Prop 1B funds. The 2013 call was partially funded with \$1.25 million in Mobile Source Air Pollution Reduction Review Committee grant money. The 2018 call was able to leverage \$6.69 million in SB 1 Local Partnership Program competitive grant funds. OCTA was also able to leverage \$12 million in SB 1 Solutions for Congested Corridor Program competitive grant funds for three corridor projects outside the 2020 call.

In parallel with the annual call, OCTA secured and awarded \$9.63 million in CMAQ and Surface Transportation Block Grant funds to develop and implement a countywide signal synchronization network for Orange County that will consist of retiming approximately 2,500 signals along regionally significant corridors to ensure seamless travel across the County. This Countywide Signal Synchronization Baseline

## P. Regional Traffic Signal Synchronization Program

project kicked off in June 2024 with data collections. While this innovative project is entirely externally funded, the results will benefit and shape the future of Project P.

In all, external funding (not including funds provided by local jurisdictions) contributed is approximately \$40.11 million.

### **Risks:**

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

### **Related Projects:**

Project O (RCP) and Project Q.

### **Other Involved Agencies:**

Caltrans and all local jurisdictions (cities and County of Orange).

### **Assumptions:**

Project P is assumed to be funded on a pay-as-you-go basis.

### **References:**

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan
- Capital Funding Program Report – Local Road Project (August 2024)



## Q. Local Fair Share

### Description:

Project Q provides formula-based funds that local jurisdictions may use for a variety of transportation purposes and needs, including repairing aging streets, residential street projects, bicycle lanes, and pedestrian safety.

Key among these needs is pavement preservation, which involves extending the useful life of pavement and avoiding costly street reconstruction. Preserving and maintaining roads in good condition is a key goal of M2 and Project Q in particular.

### Program Funding:

Up to \$920.60 million will be provided between 2025 and 2034.

### Status:

As of June 2024, approximately \$736.33 million<sup>8,9</sup> in LFS payments have been provided to local jurisdictions and the County.

Orange County streets are in generally good condition on average (with a pavement condition index of 79 based on the 2022 statewide report, the best in state). As roadway pavement conditions deteriorate, however, the cost for repairs increases exponentially. For example, it costs as much as 14 times more to reconstruct pavement than to preserve it when it is in good condition.

### Present Day:

The cost of street rehabilitation has increased substantially in recent years, and gas tax revenues have not kept pace, which has a direct impact on the ability to fund street maintenance and rehabilitation.

### Benefits:

Investments in streets and roads save future costs, keep traffic moving, and offer expanded travel choices.

LFS funds are also flexible and can be used as matching funds for capacity and safety projects, bicycle, pedestrian facilities, or community transit services.

### External Funding:

This program is not externally funded.

### Risks:

Local jurisdictions must meet and maintain eligibility requirements to receive net M2 funds. Additionally, funds received are subject to M2 timely use of funds provisions.

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<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 M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

<sup>9</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.



## Q. Local Fair Share

### **Related Projects:**

Project O (RCP) and Project P.

### **Other Involved Agencies:**

All local jurisdictions (cities and County of Orange).

### **Assumptions:**

Project Q is assumed to be funded on a pay-as-you-go basis.

### **References:**

- M2 Eligibility Guidelines
- 2022 California Statewide Local Streets and Roads Needs Assessment
- OCTA's Comprehensive Business Plan



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# NEXT 10

## DELIVERY PLAN

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### 2.3 TRANSIT PROGRAM

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EXHIBIT 28: OC GO TRANSIT PROGRAMS MAP

# OC GO TRANSIT PROGRAMS



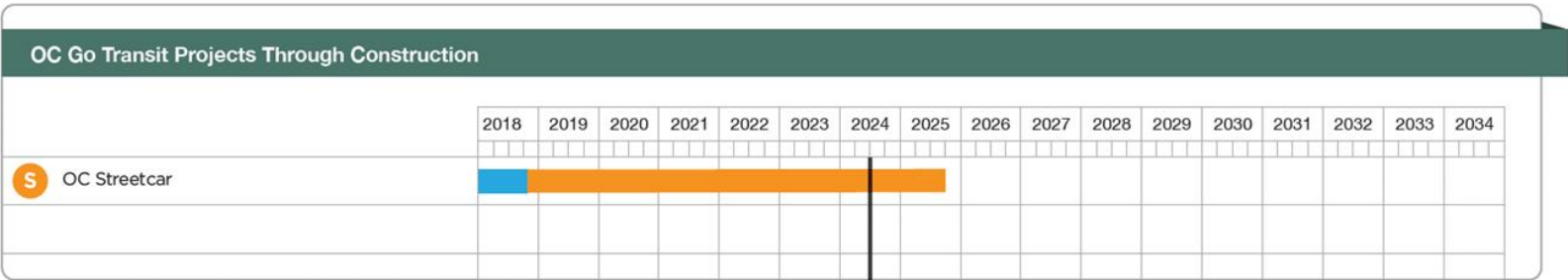

updated 08.02.24

- R High Frequency Metrolink Service**
  - Metrolink Grade Crossing Improvements
  - Metrolink Station Improvement Projects
  - Planned Metrolink Station
  - Laguna Niguel-San Juan Capistrano Passing Siding Project
  - Sand Canyon Grade Separation Project
- S Transit Extensions to Metrolink**
  - Bus and Station Van Extension Projects (not mapped)
  - OC Streetcar
- T Metrolink Gateways**
  - Anaheim Regional Transportation Intermodal Center (ARTIC)
- U Expand Mobility Choices for Seniors and Persons with Disabilities (countywide, not mapped)**
  - Senior Mobility Program
  - Senior Non-Emergency Medical Transportation
  - Fare Stabilization Program
- V Community Based Transit/Circulators**
- W Safe Transit Stops (countywide, not mapped)**

EXHIBIT 29: OC GO TRANSIT PROJECTS THROUGH CONSTRUCTION



Design/Advertise & Award ■ Construction ■



Please note that schedules are updated as of June 30, 2024. Shown schedules are subject to change.





## 2.3. Transit Program

### Overview:

The goal of the Transit Program is to build a visionary transit system that is safe, clean, and convenient, with a focus on Orange County's transportation future. Providing mobility choices and connectivity for Orange County residents and workers are key components of the overall M2 Plan. To meet this broad mobility goal, the Next 10 Plan includes the following framework for the Transit Program:

- Ensure efficient and integrated Metrolink service for Orange County residents.
- Assess and deliver transit options providing riders first and last mile connections and alternatives to driving.
- Provide services and programs to meet the growing transportation needs of seniors and persons with disabilities.
- Support local agency efforts to deliver Board-approved community-based transit projects.
- Advance improvements to the busiest transit stops across the County to provide passenger amenities that ease transfers between bus lines.

### Next 10 Plan Deliverables:

The Next 10 Plan for transit recommends six major initiatives through 2034, consistent with the above framework.

1. Sustain Metrolink service as an attractive alternative to driving in Orange County.
2. Complete construction and begin operating the OC Streetcar.
3. Incorporate recommendations from planning studies to guide development of future transit connections.
4. Support expanded mobility choices for seniors and persons with disabilities.
5. Work with local jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services.
6. Continue to improve the top 100 busiest bus stops in Orange County.



## R. High Frequency Metrolink Service

### **Description:**

Project R provides for sustained and expanded rail service into Los Angeles and Orange counties along the three Metrolink lines serving Orange County (Orange County, Inland Empire-Orange County, and 91/Perris Valley Lines). Project R also provides for safety and operational improvements to the railroad infrastructure necessary to support existing and expanded train service, including grade crossing improvements, track improvements, signal and communications system improvements, as well as other projects as necessary to support the rail system. Grade separation projects will be considered as available funding permits.

### **Program Funding:**

Approximately \$470.16 million between 2025 and 2034.

### **Status:**

To date, rail safety enhancements at 50 at-grade rail-highway crossings have been completed. As a result, quiet zones have been established in the cities of Anaheim, Dana Point, Irvine, Orange, San Clemente, San Juan Capistrano, Santa Ana, and Tustin.

Station improvements completed during the EAP include parking expansion projects at the Fullerton Transportation Center, Tustin Station, and Laguna Niguel/Mission Viejo Station, as well as safety repairs to the San Clemente Pier Station platform.

Since then, several station improvement projects have been completed: the San Clemente Pier Metrolink/Amtrak Station lighting, the Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) ramps, the Orange Transportation Center Parking Structure, the Fullerton Transportation Center elevator upgrades project and stair replacement project, and detectable tile replacements at various stations. Most recently completed in January 2023, the Anaheim Canyon Metrolink Station improvement project added a second main track and passenger platform, extended the existing passenger platform, improved at-grade crossings for pedestrian circulation, and installed new station amenities.

OCTA remains committed to delivering the new Placentia Metrolink Station. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time. OCTA will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

Completed rail corridor improvements include Control Point at 4th Street, Control Point Stadium, the San Clemente Beach Trail Audible Warning System, Laguna Niguel to San Juan Capistrano Passing Siding, Railroad ROW Slope Stabilization, and six Project Study Reports for potential grade separations along the Los Angeles-San Diego-San Luis Obispo Rail (LOSSAN) corridor, including: 17th Street, Ball Road, Grand Avenue, Main Street, Orangethorpe Avenue, and Santa Ana Boulevard.

Rail corridor improvements underway include: San Juan Creek Railroad Bridge Replacement, track stabilization and protection in San Clemente, Metrolink Preventive Maintenance Capitalized Operation, Metrolink Rehabilitation/Renovation, and ongoing operation of Positive Train Control.





## R. High Frequency Metrolink Service

### Present Day:

Metrolink is currently operating 45 weekday trains. In October 2019, four intracounty trips operating between Laguna Niguel/ Mission Viejo and Fullerton were extended to Los Angeles, however the extended trips were temporarily suspended due to COVID-19. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

### Benefits:

Project R allows for sustained operation and enhanced capacity of Metrolink trains serving Orange County, providing a viable alternative to single-occupant vehicle travel, thereby reducing congestion on crowded roadways and freeways.

### External Funding:

- State: STIP, Propositions 1A, 1B, and 116, and Transit and Intercity Rail Capital Program (TIRCP) totaling \$314.58 million.
- Federal: CMAQ, the Surface Transportation Block Grant Program, and Federal Transit Administration (FTA) Sections 5307, 5309, and 5337, totaling \$468.19 million.
- Other Local: Local funding from the cities as well as other entities is programmed for \$86.26 million.
- M1 also provided \$136.58 million.

### Risks:

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

Another impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente; OCTA owns the railroad ROW in the affected area. In September 2021, a failing slope severely degraded the railroad track structure [Mile Post (MP) 206.8]. Emergency repair efforts were taken between late 2021 and early 2022. However, higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. On October 3, 2022, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. On April 17, 2023, track stabilization efforts were sufficiently completed to allow the passenger rail service to resume. However, a hillside owned by the City of San Clemente at the Casa Romantica Cultural Center and Gardens (MP 204.6) failed and continues to incrementally move. Landslide debris continued to crumble down the slope and foul the tracks owned by OCTA, which again led to the suspension of all passenger rail services in the City of San Clemente and south Orange County on April 27, 2023. On June 26, 2023, the Board adopted a resolution to authorize OCTA to take all necessary actions to address the emergency need for railroad track protection. Construction of a



## R. High Frequency Metrolink Service

temporary barrier wall at the bottom of the slope to protect the railroad track was completed on July 16, 2023. As a result, service through San Clemente resumed on July 17, 2023.

On Jan 24, 2024, a privately owned hillside near Mariposa Point in the City of San Clemente (MP 204.2) failed and dislodged two spans of a pedestrian bridge. The bridge spans and the landslide debris led to the suspension of all passenger rail services. OCTA took emergency action to remove debris and to regrade the slope in an effort to stabilize the slope to resume service. While the landslide continued to move, a temporary catchment wall was constructed, which allowed full passenger service to resume on March 25, 2024.

While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient LOSSAN corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

### **Related Projects:**

Project S, Project T, and Project V.

### **Other Involved Agencies:**

BNSF, Caltrans, California Office of Emergency Services, California Public Utilities Commission (CPUC), California State Transportation Agency (CalSTA), Corridor Agencies, CTC, FTA, Los Angeles County Metropolitan Transportation Authority, Metrolink, RCTC, San Bernardino County Transportation Authority, and Ventura County Transportation Commission.

### **Assumptions:**

Funding and operating agreements with partner agencies will be successfully implemented.

### **References:**

- OCTA's Comprehensive Business Plan
- Capital Funding Program Report - Rail Project (August 2024)



## S. Transit Extensions to Metrolink

### Description:

Project S establishes a competitive program for local jurisdictions to broaden the reach of Metrolink to other Orange County cities, communities, and activity centers via transit, to connect passengers to their final destinations. With approximately 60 percent of Orange County's population and employment centers located within a four-mile radius of Metrolink stations, the emphasis of Project S is on expanding access to the core rail system and establishing connections to destinations that are not immediately adjacent to the Metrolink corridor, within the central core, north and south of Orange County. These connections may include a variety of transit technologies such as conventional bus or vanpool (Rubber Tire), bus rapid transit or high capacity rail transit systems (Fixed Guideways), as long as they can be fully integrated and provide seamless transition for the users.

### Program Funding:

Approximately \$357.20 million between 2025 and 2034 for fixed guideways in sales tax revenue.

### Status:

**Fixed Guideway:** Through a competitive process, one project (OC Streetcar) advanced beyond initial study. The OC Streetcar is under construction and will operate in the cities of Garden Grove and Santa Ana.

**Rubber Tire:** One call has been issued since 2012, providing approximately \$732,000 for four projects in the cities of Anaheim and Lake Forest. The City of Lake Forest has cancelled all three projects. The City of Anaheim project successfully completed its grant on June 30, 2020, and is being funded on a go-forward basis through a subsequent Project V grant. No future calls for rubber tire projects are anticipated.

### Present Day:

Maintaining and growing Metrolink ridership relies on convenient and seamless bus and rail connections. Currently, OCTA fixed bus service and company shuttles are the prime providers of transit connections. However, Uber/Lyft paid-ridesharing services have been a growing presence.

### Benefits:

Project S will provide expanded transit access to the centralized Metrolink system, thereby allowing Metrolink commuters to connect to other parts of the County without using an automobile.

### External Funding:

**Fixed Guideways:** External funds for two preliminary studies for the cities of Anaheim and Santa Ana were funded with \$3.12 million in federal FTA Section 5307 and city local funds. M1 also provided \$20.63 million for preliminary studies.

The Board has approved funding supporting the OC Streetcar project, including \$321.94 million in federal funds from federal American Rescue Plan, CMAQ, FTA Section 5307 and 5309, and New Starts funding, and \$234.80 million in state funds, totaling \$556.74 million.

**Rubber Tire:** None. These projects are funded by M2 and local city matching funds.





## S. Transit Extensions to Metrolink

### **Risks:**

Overall schedule, scope, and cost risks are high with this project due to the extensive project scope.

### **Related Projects:**

Project R (High Frequency Metrolink Service), Project T, and Project V.

### **Other Involved Agencies:**

CalSTA, Caltrans, CPUC, CTC, FTA, and local jurisdictions.

### **Assumptions:**

OC Streetcar: Cities of Garden Grove and Santa Ana will provide their required match for operations. Funding for a future call will be at the Board's discretion.

Rubber Tire: Future calls will be at the Board's discretion based on the level of interest from local jurisdictions but will likely be transitioned to Project V which provides for greater flexibility.

### **References:**

- M2 Eligibility Guidelines
- Project S Guidelines
- Federal 5307 and 5309 Funding Guidelines
- OCTA's Comprehensive Business Plan
- OC Streetcar Project Revised Funding Plan (April 2023)
- Capital Funding Program Report - Rail Project (August 2024)

## T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

### **Description:**

Provide funding for local improvements to stations along the LOSSAN corridor in Orange County to facilitate connections to future high-speed rail systems, thereby ensuring Orange County's presence in the development and implementation of high-speed rail systems that will serve Orange County. One project, the Anaheim Regional Transportation Intermodal Center (ARTIC), moved forward to completion.

### **Cost:**

M2 contributed \$35.29 million of the \$225.53 million cost of the ARTIC project.

### **Status:**

As part of EAP efforts, OCTA held a competitive call in 2009 for eligible station cities for the development and implementation of station projects in preparation of future high-speed rail systems. The cities of Anaheim, Fullerton, Irvine, and Santa Ana were awarded funding for planning of major expansions of their Metrolink Stations. The City of Anaheim received environmental clearance for the ARTIC project in early 2012. The completed facility opened to rail and bus service on December 6, 2014.

On December 14, 2015, the Board amended the M2 Ordinance and Plan to officially close out Project T by considering the completion of ARTIC as fulfilling the intent of Project T, as the only Orange County station on the planned high-speed rail route. The remaining balance of M2 funds were then transferred to two projects in need: the Metrolink Service Expansion Program (part of Project R), and the Fare Stabilization Program for Seniors and Persons with Disabilities (part of Project U).

### **Present Day:**

In partnership with transportation agencies, corridor cities, and stakeholders, the California High-Speed Rail Authority in 2008 planned a high-speed rail system that was envisioned to extend as far north as Sacramento and as far south as San Diego with a connection in Anaheim. Work on the Central Valley segment from Bakersfield to Merced continues, however other areas of the system have been postponed.

### **Benefits:**

Early completion of Project T allowed for investment in Orange County's rail system to facilitate the planned ultimate integration of various high-speed rail systems within the County. The project relocated the prior rail station from leased land in the Los Angeles Angels of Anaheim parking lot, to its new permanent location as a multimodal station for all transit riders.

### **External Funding:**

Federal: CMAQ, Regional Surface Transportation Program, FTA Sections 5309 and 5337, FTA Bus Livability, and Highway Safety Improvement Program, totaling \$76.07 million.

State: STIP totaling \$29.22 million.

M1 also provided \$85.27 million of which \$32.50 million for ROW will be repaid plus interest by the City of Anaheim by 2025.

### **Risks:**

None – project completed.

## T. Convert Metrolink Stations to Regional Gateways that Connect Orange County with High-Speed Rail Systems

### **Related Projects:**

California High-Speed Rail System.

### **Other Involved Agencies:**

California High-Speed Rail Authority, Caltrans, cities of Anaheim, Fullerton, Irvine, and Santa Ana, CTC, FTA, and Metrolink.

### **Assumptions:**

The California High-Speed Rail System will extend to the City of Anaheim as identified in their 2016 Business Plan.

### **References:**

- M2 Eligibility Guidelines
- Section 5309 and 5337 Funding Guidelines
- California High-Speed Rail 2016 Business Plan
- December 2017 Project Status Report
- Capital Funding Program Report – Rail Project (August 2024)
- Status of Loan Agreements as of September 30, 2023



## U. Expand Mobility Choices for Seniors and Persons with Disabilities

### Description:

Project U provides funding for three programs to expand mobility choices for seniors and persons with disabilities.

The SMP, administered by OCTA, was first established in 2001. For the first ten years, this program was supported with Transit Development Act funds. The allocation of Project U funding ensures the continuation of dedicated resources to sustain this program.

The SNEMT Program was established by the County of Orange in 2003, utilizing Tobacco Settlement Revenue (TSR) to fund the program. Project U funding supplements existing TSR resources to expand the capacity of the program and increase the number of available SNEMT trips.

The Fare Stabilization Program ensures that fares for seniors and persons with disabilities continue to be discounted at the same percentage as 2006 levels.

### Program Funding:

Up to \$177.47 million will be provided between 2025 through 2034.

### Status:

SMP: This program offers a variety of senior transportation resources. Participating cities determine the services that best meet the needs of the seniors in their community. Examples of services include transportation for medical, nutrition, shopping, and social trips. As of June 2024, there are 32 cities participating in the program.

SNEMT: This program is administered by the County of Orange Office on Aging and is carried out by two transportation contractors. This program provides trips under Project U for non-emergency services such as trips to doctor and dental appointments, therapy, dialysis, and pharmacy visits.

Fare Stabilization: In December 2015, the Board approved an amendment to the M2 Ordinance and M2 Plan that backfilled a funding shortfall identified in this program with remaining Project T funds. Effective January 2016, an amendment to the M2 Ordinance adjusted this amount to 1.47 percent of net M2 revenues. With the amendment, projected Fare Stabilization revenues are expected to be solvent through the life of the M2 Program.

As of June 2024, approximately \$55.00 million has supported approximately 152.6 million trips through the Fare Stabilization Program, more than \$38.50 million<sup>10, 11</sup> provided nearly three million trips through SMP, and more than \$41.10 million provided nearly 1.6 million trips through the SNEMT Program since the inception of M2.

<sup>10</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>11</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.



## U. Expand Mobility Choices for Seniors and Persons with Disabilities

### **Present Day:**

Studies of senior mobility needs have identified seniors' preference for utilizing local, community-based transportation services rather than countywide or regional services.

The SMP allows participating cities to identify the specific mobility needs of the seniors in their communities and develop transportation programs to best meet those needs with available funding.

The SNEMT Program fills a gap in senior transportation services, as trips are often provided to seniors who do not qualify for OC ACCESS service, or to seniors whose advanced age or disposition make it difficult to use OC ACCESS service. Contracting with social service agencies to provide SNEMT services allows this program to provide enhanced service elements beyond the requirements of OC ACCESS, a paratransit service that complements OCTA's fixed-route bus service and is provided to comply with ADA.

### **Benefits:**

M2 funding of these programs, combined with OC ACCESS service and other senior transportation services funded with public and private resources, provide a menu of mobility options for Orange County seniors, allowing them to select the service that most appropriately meets their transportation need.

### **External Funding:**

Local jurisdictions contribute a 20 percent match to their SMP services. A variety of funding sources are used by cities for their SMP match requirement, including general fund, Community Development Block Grants, sponsorships, advertising revenue, transit fares, and administrative in-kind resources. The County of Orange utilizes primarily TSR funds to meet their maintenance of effort requirement.

### **Risks:**

Local jurisdictions must meet eligibility requirements and provide matching funds for SMP.

### **Related Projects:**

Not Applicable.

### **Other Involved Agencies:**

Nearly all local jurisdictions. Participating SMP cities include: Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach, Stanton, Tustin, Villa Park, Westminster, and Yorba Linda. The Orange County Office on Aging administers the SNEMT Program.

### **Assumptions:**

Project U is assumed to be funded on a pay-as-you-go basis.

### **References:**

- M2 Eligibility Guidelines
- Project U Funding and Policy Guidelines
- OCTA's Comprehensive Business Plan

## V. Community-Based Circulators

### Description:

Project V provides funding to local jurisdictions through a competitive process to develop local bus transit services, such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail services, and meet local needs in areas not adequately served by regional transit. Projects need to meet performance criteria, connect to bus and rail services, and document financial viability to be considered for funding.

### Program Funding:

\$99.56 million between 2025 through 2034.

### Status:

Since M2 inception, the Board has approved \$96.1 million for 49 projects (Note: service expansions and/or extensions from the 2018 & 2020 calls are counted as separate projects) and ten planning studies through five calls. This includes the Board-approved funding recommendations for 13 projects totaling more than \$42.3 million on September 13, 2024.

Of the 49 projects awarded by OCTA, 17 are currently active, 15 are planned, 13 have been cancelled (primarily due to low ridership), and four have been completed.

### Present Day:

Project V helps address the regularly expressed need for local community-based transit service by Orange County communities.

### Benefits:

Community-based circulators can provide relief to arterials in high traffic areas, provide non-auto based mobility options that meet specific local needs, and convenient alternative that improves access to regular special events that attract large numbers of visitors (i.e., OC Fair).

### External Funding:

The local match requirement for both capital and any operating funds authorized by the Board is a minimum of ten percent.

### Risks:

Local jurisdictions must meet eligibility requirements to receive funding. The ability to maintain service performance and ridership by adapting to volatile changes in travel behavior and remote work trends will be key. Regional transit operator shortages and demand for capital investments in electric vehicle infrastructures may impact long-term financial viability of existing services and ability to fund additional new services.

### Related Projects:

Project S (some Project S and V routes could serve dual purposes).

### Other Involved Agencies:

Participating local jurisdictions.



## V. Community-Based Circulators

### Assumptions:

Project V is assumed to be funded on a pay-as-you-go basis.

### References:

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- OCTA's Comprehensive Business Plan



## W. Safe Transit Stops

### **Description:**

Project W provides funding for passenger amenities at the 100 busiest transit stops across Orange County. The intent is to assist bus riders in the ease of transfer between bus lines and provide passenger amenities.

### **Program Funding:**

\$12.12 million between 2024 through 2035.

### **Status:**

Since inception, the Board has approved over \$3.1 million for 122 stop improvements through three calls. To date, 59 stops have been completed, 53 stop improvements are either planned or underway, and ten improvements have been cancelled by the awarded agency. A future call will be evaluated based on local jurisdiction interest and cash flow analysis.

### **Present Day:**

High volume stops are eligible for funding, which provides needed passenger amenities commensurate with the volume of riders.

### **Benefits:**

Eligible improvements in locations where such amenities do not exist to enhance the customer experience. Improvements include enhancements such as sun/rain protection, passenger seating, improved lighting, etc.

### **External Funding:**

Minimal local match provided for design requests; the rest is 100 percent M2 funded up to the Project W funding caps. If over the cap, then additional local agency funds are required.

### **Risks:**

Local jurisdictions are responsible for amenities at bus stops. Depending on the amenities selected, long-term maintenance and costs could be required. Local jurisdictions must meet eligibility requirements and timely use of funds provisions to receive M2 funding.

### **Related Projects:**

Not Applicable.

### **Other Involved Agencies:**

Local jurisdictions with a top 100 busiest stop are eligible to receive these funds.

### **Assumptions:**

Project W is assumed to be funded on a pay-as-you-go basis.

### **References:**

- M2 Eligibility Guidelines
- Project W Guidelines
- OCTA's Comprehensive Business Plan



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24**  
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# NEXT 10

DELIVERY PLAN



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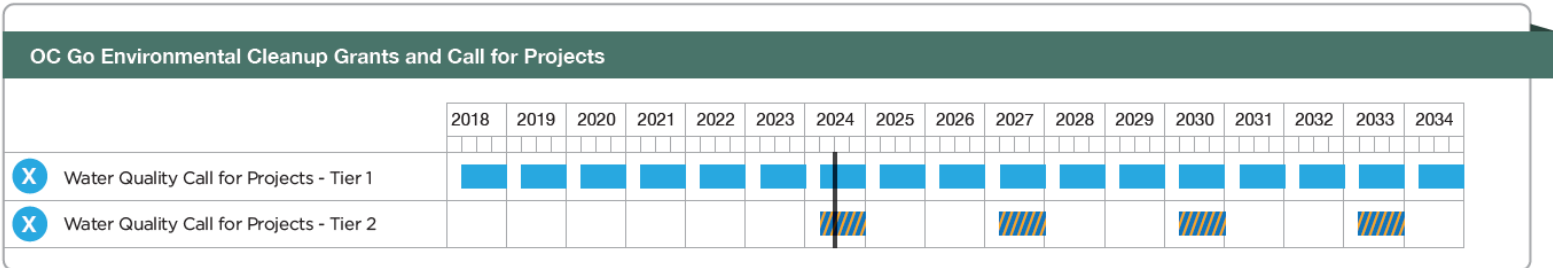
## 2.4 ENVIRONMENTAL CLEANUP PROGRAM

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EXHIBIT 30: OC GO ENVIRONMENTAL CLEANUP GRANTS AND CALLS



Call for Projects  Call for Projects to be determined based on revenue flow 



Tier 1 grants program consists of funding for equipment purchases and upgrades to existing storm drains and related best management practices.

Tier 2 grants program consists of funding for regional, potentially multi-jurisdictional, capital-intensive projects.





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## 2.4. Environmental Cleanup Program

### Overview:

The ECP (Project X) allocates more than \$279 million toward improving overall water quality in Orange County from transportation-related pollution. Project X was approved by Orange County voters under the M2 half-cent sales tax for transportation improvements in 2006.

To adhere to the promise of M2, the Next 10 Plan includes the following framework for Project X:

- Provide supplemental funds (not supplant) for existing transportation-related water quality programs.
- Allocate funds on a competitive basis to improve water quality standards in Orange County.
- Reduce transportation-generated pollutants along Orange County's streets, roads, and freeways.
- Implement best management practices to improve runoff from streets, roads, and freeways.

Additionally, as part of the overall M2 Plan, all M2 capital projects (freeway, street, and transit) must include water quality mitigation as part of their respective project scope and cost. Therefore, this source of funding is not eligible for environmental mitigation efforts.

### Next 10 Plan Deliverables:

The Next 10 Plan for Project X recommends two major initiatives through 2034 consistent with the above framework:

1. Protect Orange County beaches by removing trash from entering waterways and inlets that ultimately lead to the ocean.
2. Work with the ECAC to develop the next tiers of water quality funding programs to prevent the flow of trash, pollutants, and debris into waterways from transportation facilities. In addition, focus on improving water quality on a regional scale that encourages partnerships among the local agencies as part of Project X.





## X. Environmental Cleanup Program

### **Description:**

Project X implements street- and highway-related water quality improvement programs and projects that assist Orange County cities, the County of Orange and special districts in meeting federal Clean Water Act standards for urban runoff. Project X is intended to augment, not replace existing transportation related water quality expenditures and to emphasize high-impact capital improvements over local operations and maintenance costs.

In May 2010, the Board approved a two--tiered approach to fund Project X. The Tier 1 grant program is designed to mitigate the more visible forms of pollutants, such as litter and debris that collect on roadways and in storm drains. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices.

The Tier 2 grant program consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Examples include constructed wetlands, detention/infiltration basins, and bioswales which mitigate pollutants such as heavy metals, organic chemicals, and sediment and nutrients.

### **Program Funding:**

\$94.85 million between 2025 and 2034.

### **Status:**

To date, the Board has awarded over \$40.2 million to fund 233 Tier 1 projects across the County through 14 rounds of funding since M2 inception. This includes the Board-approved funding recommendations for 11 projects totaling more than \$3.7 million on October 14, 2024.

The Board has also awarded approximately \$34.9 million for 26 Tier 2 projects over three calls in 14 cities and the County of Orange. This includes the Board-approved funding recommendations for four projects totaling more than \$6.9 million on October 14, 2024.

The 2024 Next 10 Plan will continue to commit to annual Tier 1 calls. The timing for future Tier 2 calls will be evaluated based on local jurisdiction interest and cash flow analysis.

### **Present Day:**


Staff estimates that nearly 70 million gallons (which equates to over 12,000 garbage trucks) of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. As the equipment is in service over time, the volume of trash captured is expected to increase. The funded Tier 2 projects, once fully operational, have the potential to recharge 157 million gallons of groundwater annually.

### **Benefits:**

Improvements funded through this program will improve overall water quality in Orange County. Funds allocated on a countywide competitive basis will assist agencies in meeting federal Clean Water Act requirements for controlling transportation-generated pollution.

### **External Funding:**

Local jurisdictions are required to provide a 20 percent (Tier 1) and 50 percent (Tier 2) minimum local cash match. Tier 2 matching funds may be reduced, depending on project readiness.



## X. Environmental Cleanup Program

### **Risks:**

Local jurisdictions must meet eligibility requirements and timely-use-of-funds provisions to M2 receive funding.

### **Related Projects:**

Not Applicable.

### **Other Involved Agencies:**

All local jurisdictions (cities and County of Orange). Third parties such as environmental organizations, homeowner's associations, non-profit groups, and water and wastewater public entities cannot be a lead agency applicant; however, they could jointly apply with an eligible applicant.

### **Assumptions:**

Funds will be allocated on a countywide competitive basis to assist agencies with improving water quality related to transportation pollution.

### **References:**

- M2 Eligibility Guidelines
- Comprehensive Transportation Funding Program Guidelines
- Tier 2 Grant Program Planning Study
- OCTA's Comprehensive Business Plan



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# NEXT 10

## DELIVERY PLAN

### III. APPENDIX

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# NEXT 10 DELIVERY PLAN

The OC GO logo, featuring the letters 'OC' stacked above 'GO' in a white, rounded font, with a small green leaf icon above the 'O' in 'GO'. The logo is set against a dark green rounded square background.

## 3.1. Next 10 Plan Funding Assumptions

To determine the status of the M2 Program, staff reviewed and updated cash flows for the Next 10 Plan for each of the program elements to test whether commitments provided to the voters as part of the M2 approval in November 2006 remain achievable. The revenue assumptions are based on the 2024 M2 revenue forecast of \$14.0 billion using the latest M2 revenue forecast methodology approved by the Board. The Next 10 Plan also assumes approved TIFIA proceeds, Full Funding Grant Agreement, and net excess 91 Express Lanes revenues for eligible projects. Revenues and expenses were merged into a high-level cash flow model. Bonding assumptions were reviewed to determine the need to address projected negative ending balances by year (compared to a pay-as-you-go scenario) and are constrained to minimum debt coverage ratios.

### Freeway Program

Revenues for the M2 Freeway Program assumed a proportional share (43 percent) of net M2 revenue. From inception to 2034, the Freeway Program would receive approximately \$4.00 billion in M2 revenue, \$495.44 million in prior bond proceeds, and \$1.76 billion in state/federal grants, \$89.00 million in committed TIFIA proceeds, \$656.20 million in net excess 91 Express Lanes revenue for eligible projects, \$35.71 million in interest, and \$20.00 million transferred in from M1 for a total of \$7.06 billion in total revenue. Costs for the same period total \$6.08 billion (including debt service payments against prior bonding).

For the 2024 Next 10 Plan update, forecasted revenues and costs through 2041 were also tested for the complete M2 Freeway Program to ensure it could be delivered consistent with commitments. For projects currently in environmental or final design, project schedules and costs were based on data provided by OCTA's Project Controls Department. For projects that have not yet entered the environmental phase, conceptual estimates were prepared based on a scoring of congestion relief, project readiness, and cost escalation risks (associated with project delays). There are no anticipated bond issuances looking out to 2041. As always, bonding is constrained to legal debt coverage ratios, and a Plan of Finance is brought separately to the Board for approval as needed with refined bond assumptions.

Prior to FY 2024-25, 14 of the 30 freeway projects have been completed, as listed in Exhibit 31.

EXHIBIT 31: COMPLETED M2 FREEWAY PROJECTS

Completed M2 Freeway Projects		Construction Complete	Cost*
1. Project A	I-5 between SR-55 and SR-57	2021	\$38.9
2. Project C, D	I-5 between Avenida Pico and Avenida Vista Hermosa/ Avenida Pico Interchange	2018	\$83.6
3. Project C	I-5 between Avenida Vista Hermosa and PCH	2017	\$75.3
4. Project C	I-5 between PCH and San Juan Creek Road	2018	\$74.3
5. Project D	I-5, Ortega Highway Interchange	2016	\$79.8
6. Project E	SR-22 Access Improvements at Euclid Street, Brookhurst Street, and Harbor Boulevard	2008	M1\$'s
7. Project G	SR-57 Northbound from Katella Avenue to Lincoln Avenue	2015	\$38.0
8. Project G	SR-57 Northbound from Orangethorpe Avenue to Yorba Linda Boulevard	2014	\$52.3
9. Project G	SR-57 Northbound from Yorba Linda Boulevard to Lambert Road	2014	\$54.1
10. Project H	SR-91 Westbound from I-5 to SR-57	2016	\$59.2
11. Project I	SR-91 Westbound from Tustin Avenue Interchange to SR-55	2016	\$42.5
12. Project J	SR-91 between SR-55 to SR-241	2013	\$79.7
13. Project J	SR-91 Eastbound from SR-241 to SR-71	2011	\$57.8
14. Project K	I-405 between SR-73 and Interstate 605 (I-605)	2024	\$1,620.0
<b>Completed M2 Freeway Projects Total:</b>			<b>\$2,355.5</b>

\* Cost in millions

## Streets and Roads

The M2 Streets and Roads Program consists of Project O (RCP), Project P (RTSSP), and Project Q (LFS). Combined M2 revenues for these programs assume a proportional share (32 percent) of net M2 revenue. From inception to 2034, the Streets and Roads Program would receive approximately \$2.98 billion in M2 revenue, \$45.50 million in interest, \$121.62 million in prior bond proceeds, and \$627.53 million in M1 and state/federal grants (primarily for the OC Bridges Program), for a total of \$3.77 billion in total revenue. This includes \$6.69 million in SB 1 and \$9.10 million in Solutions for Congested Corridors Program funding leveraged for Project P. Costs for the same period would total approximately \$3.54 billion (including debt service payments against prior bonding).

Part of Project O includes the OC Bridges Program, which funded seven over- or underpass grade separations that eliminated car and train conflicts along the BNSF railway in northern Orange County. These grade separations, listed in Exhibit 32, increased safety for everyone traveling through the intersections and eliminated delays caused by trains.



EXHIBIT 32: COMPLETED OC BRIDGES – GRADE SEPARATION PROJECTS

Completed OC Bridges – Grade Separation Projects		Construction Complete	Cost*
1. Project O	Kraemer Boulevard (Anaheim/Placentia)	2014	\$63.8
2. Project O	Placentia Avenue (Fullerton/Placentia)	2014	\$64.5
3. Project O	Orangethorpe Avenue (Anaheim/Placentia)	2016	\$105.9
4. Project O	Tustin Avenue/Rose Drive (Anaheim/Placentia)	2016	\$96.7
5. Project O	Lakeview Avenue (Anaheim/Placentia)	2017	\$110.7
6. Project O	Raymond Avenue (Fullerton)	2018	\$126.2
7. Project O	State College Boulevard (Fullerton)	2018	\$99.6
<b>Completed OC Bridges – Grade Separation Projects Total:</b>			<b>\$667.4</b>

\*Cost in millions

## Transit Program

The M2 Transit Program consists of Project R (High Frequency Metrolink Service), Project S (Transit Extensions to Metrolink), Project T (Metrolink Gateways), Project U (Seniors/Disabled Persons Mobility Programs), Project V (Community-Based Transit/Circulators), and Project W (Safe Transit Stops). Revenues for the M2 Transit Program assume a proportional share (approximately 25 percent) of net M2 revenue. From inception to 2034, the Transit Program would receive approximately \$2.33 billion in M2 revenue, \$51.68 million in prior bond proceeds, \$726.43 million in external revenue, \$45.65 million transferred from M1, and \$19.33 million in interest for a total of \$3.17 billion. The cash flow includes \$158.36 million in Federal New Starts funding, \$108.13 million in federal CMAQ, \$13.60 million in federal FTA 5307, and \$175.43 million in State Cap-and-Trade for the OC Streetcar project. Expenses for this same time period total \$2.80 billion (including debt service payments against prior bonding). The unprogrammed balance for Project S allows for the option of an additional future transit connection project.

## Environmental Cleanup Program

The M2 ECP consists of Project X (Cleanup Highway and Street Runoff that Pollutes Beaches). Revenues for the M2 ECP assume two percent of gross annual M2 sales tax revenue. From inception to 2034, the ECP would receive approximately \$189.2 million in M2 revenue. Expenses for this same time period total \$144.4 million.



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## 3.2. Common Abbreviations

Americans with Disabilities Act	ADA
Anaheim Regional Transportation Intermodal Center	ARTIC
BNSF Railway Company	BNSF
Board of Directors	Board
California Department of Fish and Wildlife	CDFW
California Department of Transportation	Caltrans
California Highway Patrol	CHP
California Public Utilities Commission	CPUC
California State Transportation Agency	CalSTA
California Transportation Commission	CTC
Call for Projects	Call
Congestion Mitigation and Air Quality	CMAQ
Conservation Properties	Preserves
Coronavirus	COVID-19
Early Action Plan	EAP
Eastbound Corridor Operations Project	ECOP
Environmental Cleanup Allocation Committee	ECAC
Environmental Cleanup Program	ECP
Environmental Impact Report	EIR
Environmental Impact Statement	EIS
Environmental Mitigation Program	EMP
Federal Highways Administration	FHWA
Federal Transit Administration	FTA
Fire Management Plan	FMP
Fiscal Year	FY
Freeway Service Patrol	FSP
High-Occupancy Vehicle	HOV
Infrastructure Construction Cost Pressure Index	ICCPi
Interstate 405	I-405
Interstate 5	I-5
Interstate 605	I-605
Local Fair Share	LFS
Los Angeles-San Diego-San Luis Obispo	LOSSAN
Master Plan of Arterial Highways	MPAH
Measure M	M1
Measure M2 or Renewed Measure M	M2
Natural Community Conservation Plan/Habitat Conservation Plan	Conservation Plan
Next 10 Delivery Plan	Next 10 Plan
Orange County Business Council	OCBC
Orange County Transportation Authority	OCTA
Ordinance No. 3	M2 Ordinance

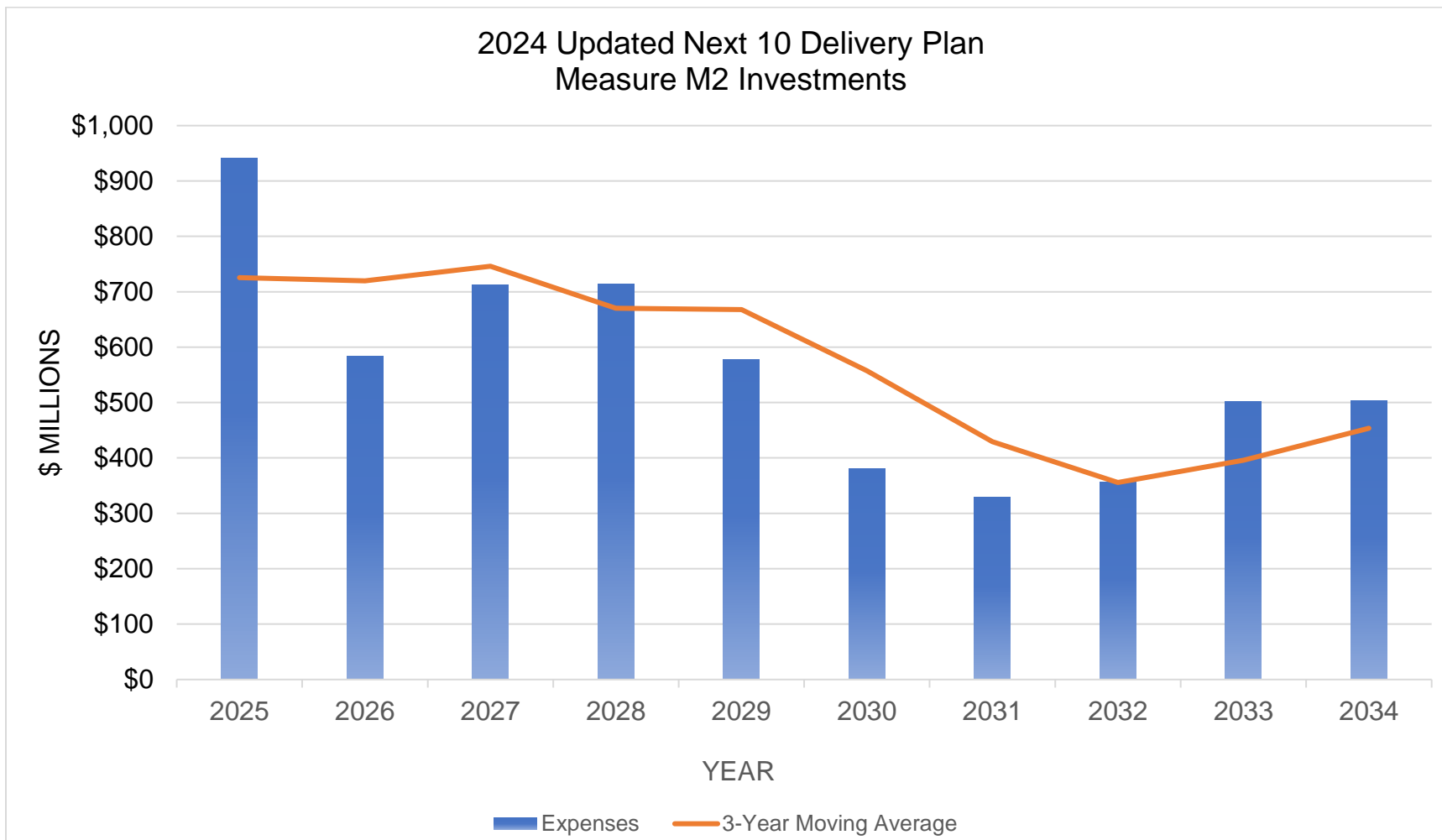
## 3.2. Common Abbreviations

Pacific Coast Highway	PCH
Regional Capacity Program	RCP
Regional Traffic Signal Synchronization Program	RTSSP
Resource Management Plan	RMP
Right-of-Way	ROW
Riverside County Transportation Commission	RCTC
Senate Bill 1	SB 1
Senior Mobility Program	SMP
Senior Non-Emergency Medical Transportation	SNEMT
Service Authority for Freeway Emergencies	SAFE
State Highway Account	SHA
State Route 22	SR-22
State Route 241	SR-241
State Route 55	SR-55
State Route 57	SR-57
State Route 71	SR-71
State Route 73	SR-73
State Route 74	SR-74
State Route 91	SR-91
State Transportation Improvement Program	STIP
State Water Resources Control Board	SWRCB
Transit and Intercity Rail Capital Program	TIRCP
Tobacco Settlement Revenue	TSR
Transportation Infrastructure Finance and Innovation Act	TIFIA
Transportation Investment Plan	Plan
United States Army Corps of Engineers	USACE
United States Fish and Wildlife Service	USFWS
Year of Expenditure	YOE



### 3.3. Exhibit List

Exhibit 1: Summary of Delivery Risks .....	6
Exhibit 2: Phase, Schedule, and Cost for Deliverable 1 Projects.....	9
Exhibit 3: Environmental Clearance Schedule and Cost for Deliverable 2 Projects .....	10
Exhibit 4: Historical Issuance Rates and Municipal Bond Yields for 20-Year Bonds.....	18
Exhibit 5: ICCPI Range of Cost Fluctuations.....	19
Exhibit 6: OCBC Orange County Transportation ICCPI Score .....	19
Exhibit 7: OC Go Freeway Program Countywide Map.....	25
Exhibit 8: OC Go Freeway Projects Through Construction.....	26
Exhibit 9: OC Go Freeway Projects Through Environmental Phase/Shelf Ready.....	27
Exhibit 10: Project A – Map of Approximate Limits.....	30
Exhibit 11: Project B – Map of Approximate Limits.....	32
Exhibit 12: Project C,D – Map of Approximate Limits .....	34
Exhibit 13: Project C,D – Map of Approximate Limits .....	37
Exhibit 14: Project D – Location of Improvement.....	39
Exhibit 15: Project D – Location of Improvement.....	41
Exhibit 16: Project E – Location of Improvements .....	43
Exhibit 17: Project F – Map of Approximate Limits .....	45
Exhibit 18: Project G – Map of Approximate Limits .....	47
Exhibit 19: Project H – Map of Approximate Limits.....	50
Exhibit 20: Project I – Map of Approximate Limits .....	52
Exhibit 21: Project I – Map of Approximate Limits .....	54
Exhibit 22: Project J – Map of Approximate Limits .....	57
Exhibit 23: Project K – Map of Approximate Limits.....	60
Exhibit 24: Project L – Map of Approximate Limits .....	62
Exhibit 25: Project M – Location of Improvement .....	64
Exhibit 26: OC Go Streets and Roads Program Map .....	73
Exhibit 27: OC Go Streets and Roads Cumulative Expenditures .....	74
Exhibit 28: OC Go Transit Programs Map .....	85
Exhibit 29: OC Go Transit Projects Through Construction .....	86
Exhibit 30: OC Go Environmental Cleanup Grants and Calls .....	103
Exhibit 31: Completed M2 Freeway Projects.....	112
Exhibit 32: Completed OC Bridges – Grade Separation Projects .....	113



**2024 Updated Next 10 Delivery Plan  
Progress on Deliverables**

Significant Measure M2 (M2) progress and accomplishments have been made since 2007. The 2024 update of the Next 10 Delivery Plan (Next 10 Plan) confirms that M2 can be delivered consistent with the commitment to voters, however, Metrolink operations still require close monitoring. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from fiscal year (FY) 2024-25 through FY 2033-34, equating to approximately \$5.6 billion invested to improve the local transportation system.

**Freeways**

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

**Status:**

The M2 Freeway Program is currently made up of 30 projects/project segments of which 14 have been completed to date. Deliverable 1 includes 13 projects to be delivered through construction as reflected in the table below.

<b>In Construction</b>		<b>Construction Complete</b>	<b>Cost*</b>
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2025	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/ La Paz Road Interchange	2024	\$230.3
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$209.3
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	State Route 55 (SR-55) between Interstate 405 (I-405) and I-5	2027	\$505.7
		Subtotal	\$1,187.1
<b>In Design</b>		<b>Construction Complete</b>	<b>Cost*</b>
5. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
6. Project B	I-5 between Yale Avenue and SR-55	2029	\$258.2
7. Project F	SR-55 between I-5 and State Route 91 (SR-91)	2029	\$131.3
8. Project G	State Route 57 (SR-57) Northbound from Orangewood Avenue to Katella Avenue	2028	\$114.9
9. Project I	SR-91 between SR-55 and Lakeview Avenue	2028	\$134.0



## 2024 Updated Next 10 Delivery Plan Progress on Deliverables

In Design		Construction Complete	Cost*
10. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4
11. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$238.5
12. Project M	I-605 Katella Avenue Interchange	2026	\$49.7
		Subtotal	\$1,365.5
In Environmental		Construction Complete	Cost*
13. Project J	SR-91 between SR-241 and Orange/Riverside County Line	2030	\$161.8 <sup>1,2</sup>
		<b>Deliverable 1 Total</b>	<b>\$2,714.4</b>

\*Cost in millions

The completion of these 13 projects will bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program.

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

**Status:** The three remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2034, making them shelf-ready for future advancement. The table below reflects these projects along with updated environmental clearance schedules and estimated costs.

Remaining Projects	Environmentally Clear/ Shelf-Ready	Cost
1. Project D I-5 El Toro Road Interchange	2026	\$120.5 <sup>2</sup>
2. Project G SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2029	\$226.0 <sup>2</sup>
3. Project L I-405 between I-5 and SR-55	2018	\$269.6
<b>Remaining M2 Freeway Projects Total</b>		<b>\$616.1<sup>3</sup></b>

\*Cost in millions

<sup>1</sup> Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, availability of funding, and coordination with RCTC.

<sup>2</sup> These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

<sup>3</sup> The total will be revised once the two remaining projects (Project D and G) have a selected project alternative and complete environmental clearance.

## 2024 Updated Next 10 Delivery Plan Progress on Deliverables

### Streets and Roads

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

**Status:** Since inception, OCTA has awarded approximately \$556.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual competitive calls for projects (call). Additionally, \$736.3 million<sup>4,5</sup> in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

### Transit

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

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

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to the coronavirus. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, operations and rehabilitation costs, or additional external funds, the current service cannot be sustained beyond FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. While emergency work has been completed and service has resumed, long-term solutions need

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<sup>4</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>5</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.

## 2024 Updated Next 10 Delivery Plan Progress on Deliverables

to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to assess potential long-term solutions, which may include relocation of the rail line. The California State Transportation Agency has committed to lead the long-term study to plan for future investments necessary to ensure a resilient LOSSAN corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project. However, the project is on hold pending a shared-use agreement between Metrolink and BNSF prior to advertisement and construction. There is no projected date for when this agreement will be completed at this time. OCTA will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

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

**Status:** The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities underway include installation of all tracks and overhead contact system poles, continued installation of overhead wires, train warning, and gate systems, and continued construction of the Maintenance and Storage Facility (MSF). All eight cars are complete and are in storage at the vehicle manufacturer's storage facility. Construction is anticipated to be complete to begin revenue operations in late 2025.

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

**Status:** Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$134.7 million<sup>6,7</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

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<sup>6</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>7</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.

## **2024 Updated Next 10 Delivery Plan Progress on Deliverables**

Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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

**Status:** Since inception, OCTA has approved 49 projects and ten planning studies totaling approximately \$96.1 million through five calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board. To date, 17 projects are active, 15 are planned, 13 have been cancelled (primarily due to low ridership), and four have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation.

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

**Status:** Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. To date, 59 improvements have been completed, 53 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

### **Environmental**

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

**Status:** The M2 freeway Environmental Mitigation Program (EMP) includes seven conservation properties totaling more than 1,300 acres and 12 restoration projects covering nearly 350 acres. In 2017, OCTA received biological resource permits after completing a state and federal Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) for the EMP, allowing streamlined project approvals for the M2 freeway improvement projects. The Conservation Plan also includes

## 2024 Updated Next 10 Delivery Plan Progress on Deliverables

a streamlined process for coordination of streambed alteration agreements. In 2018, OCTA secured programmatic permits and assurances for federal and state clean water permitting requirements. Receipt of these permits represents the culmination of years of collaboration and support by the Board, environmental community, and regulatory agencies.

OCTA makes annual endowment deposits of approximately \$2.9 million. As of June 30, 2024, the endowment balance was \$28,424,735. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28.

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

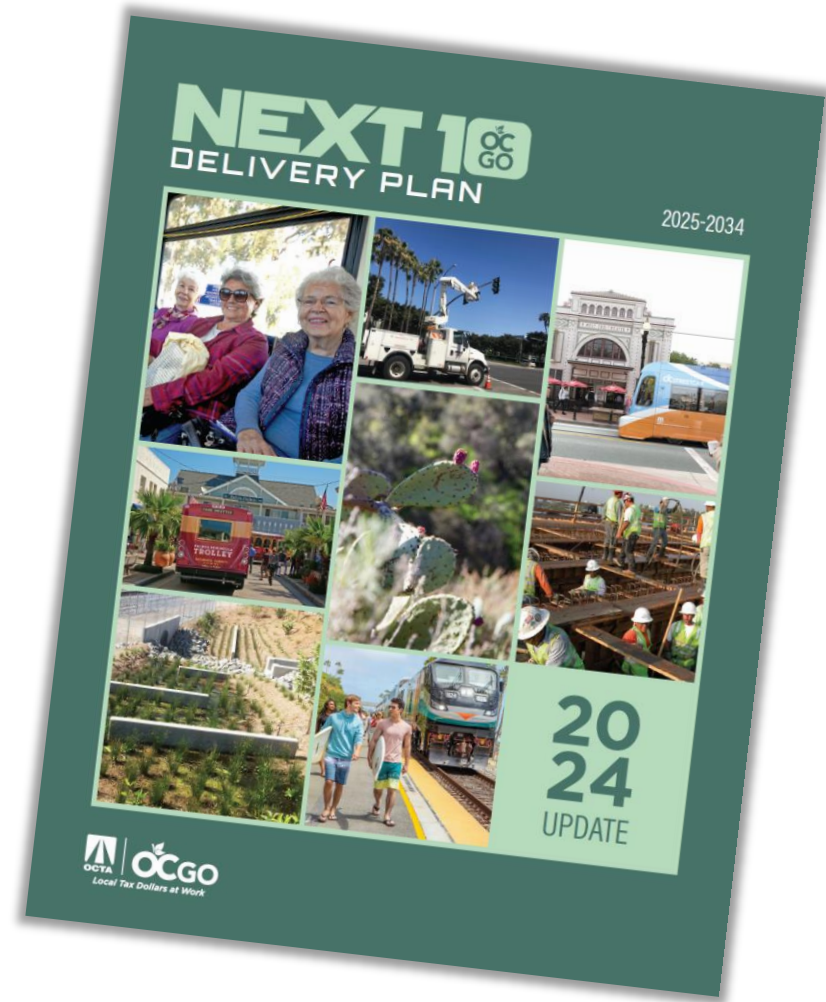
**Status:** In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$40.3 million in funding for 233 Tier 1 projects through 14 calls and \$34.9 million for 26 Tier 2 projects through three calls.

# Measure M2

20  
24  
UPDATE

**NEXT 10**   
DELIVERY PLAN

- Purpose
- Accomplishments
- Financial Outlook
- Deliverables
- Risks
- Next Steps



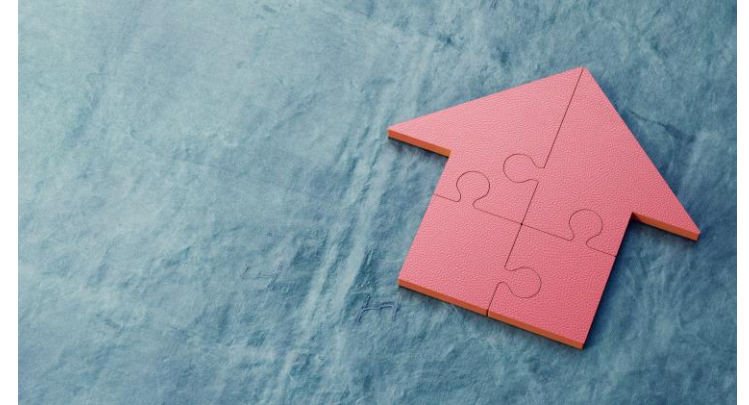


- Purpose:
  - Validate OCTA's ability to deliver M2
  - Outline near-term workplan
  - Establish common understanding among stakeholders
  - Set baseline upon which future changes are measured
  - Provide basis for preparation of OCTA's annual budgets for capital projects
- Principles:
  - Confirm promised plan can be delivered
  - Ensure financial sustainability
  - Implement projects and programs expeditiously



# M2 Accomplishments to Date

- Freeways
  - ✓ 14 projects completed
  - ✓ 794,000 motorist assists/lane clearances
  - ✓ Endowment to protect mitigation properties
- Streets and Roads
  - ✓ 168 street capacity improvement projects
  - ✓ 134 signal synchronization projects
  - ✓ \$736.3 million in flexible funding distributed
- Transit
  - ✓ Station, track, and grade crossing improvements
  - ✓ Expanded Metrolink service
  - ✓ OC Streetcar underway
  - ✓ \$134.7 million for expanded mobility choices for seniors and persons with disabilities
  - ✓ 36 community-based circulators
  - ✓ 112 bus stop enhancements
- Environmental Cleanup
  - ✓ 241 water quality projects
  - ✓ 70 million gallons of trash collected



*Note: Figures reflect only active or completed projects*

- Revenue:
  - \$14.0 billion of M2 funds
  - \$3.9 billion of external funds
- Investment of \$5.6 billion into local transportation system over ten years
- Conservative debt service coverage ratios
- No additional bond issuances

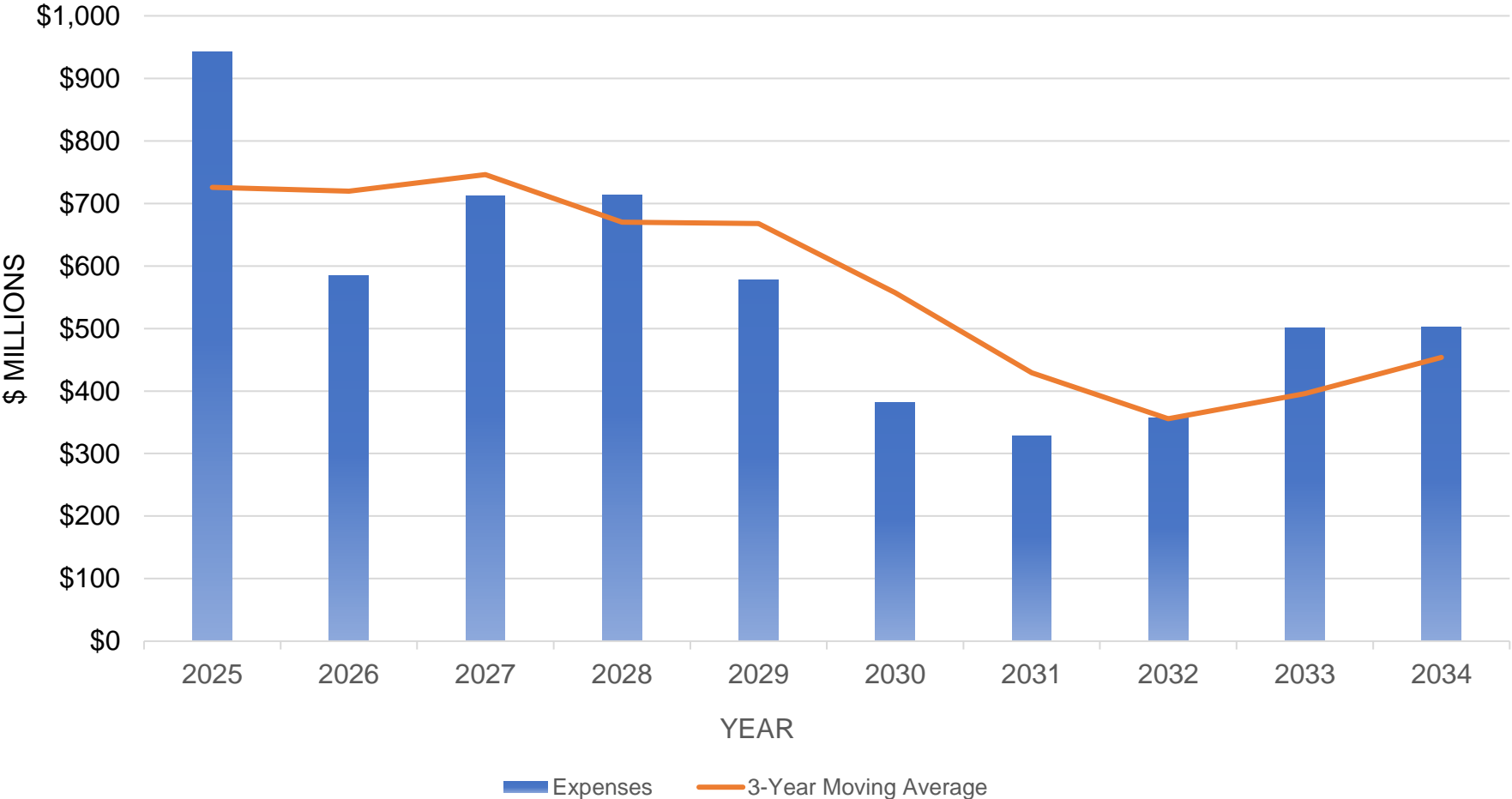


## ENVIRONMENTAL

- A total of 5% of OC Go Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- A total of 2% of the overall OC Go Program funds is allocated to the Environmental Cleanup Program

# Next 10 Delivery Plan Investments

2024 Updated Next 10 Delivery Plan  
Measure M2 Investments



## Freeways

- Deliver 13 freeway projects
- Continue annual endowment deposits

## Streets and Roads

- Return 18 percent to local agencies for transportation needs
- Provide annual grants to address street bottlenecks and gaps
- Fund ongoing coordination of 2,400 traffic signals

## Transit

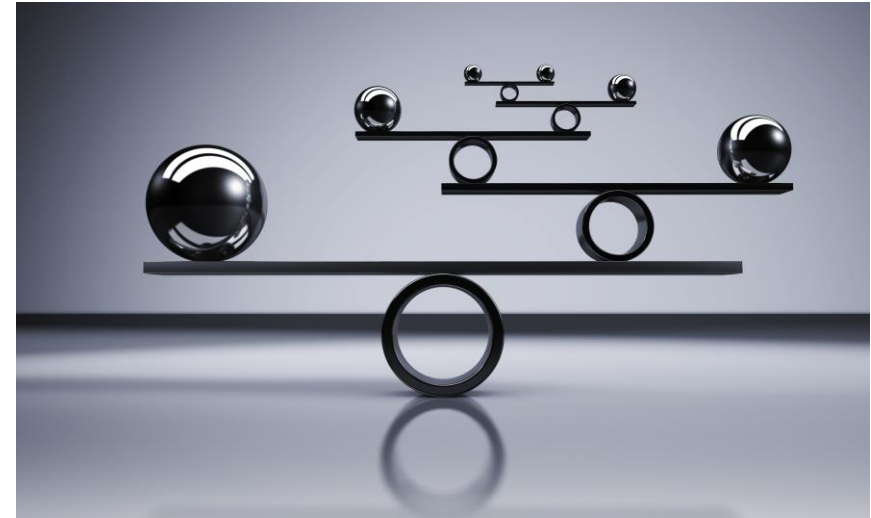
- Continue operation of Metrolink
- Complete OC Streetcar construction and begin operations
- Offer enhanced mobility options for seniors and persons with disabilities
- Continue to support local transit circulators
- Continue to improve the top 100 busiest transit stops

## Environmental Cleanup

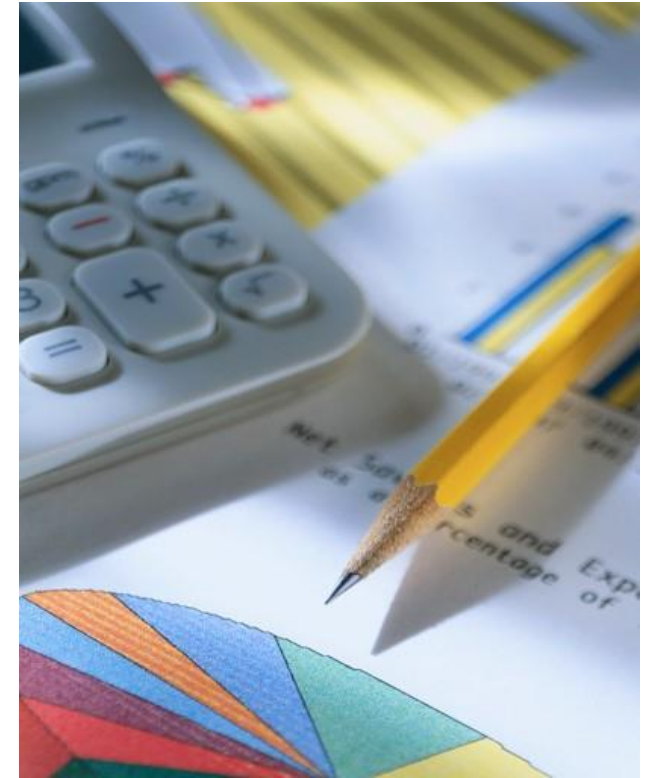
- Provide ongoing grants for water cleanup



- Funding
  - Economic fluctuations
  - Changing external funding policy priorities
  - Metrolink operations
- Regulatory
  - New environmental requirements
  - Project approvals
- Climate
  - Rail infrastructure



- M2 plan deliverable as promised
- Continued investments across all categories
- M2 revenue forecast still exceeds pre-pandemic level
- Changes to project cost estimates as design phases are completed
- Anticipated tempering of inflationary environment
- Need for a sustainable Metrolink plan





- Distribute the updated Next 10 Delivery Plan to local jurisdictions and stakeholders
- Work with transportation partners on delivery of the Next 10 Delivery Plan
- Monitor the risks and return to the Board of Directors with updates as appropriate



**ITEM 5C:**  
**Comprehensive Transportation  
Funding Programs Update**



**October 7, 2024**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is placed over the "From:" line of the memo.

**Subject:** Comprehensive Transportation Funding Programs – Project X Tier 1 and Tier 2 2024 Calls for Projects Programming Recommendations

**Overview**

The Orange County Transportation Authority’s Environmental Cleanup Program provides Measure M2 funding for water quality improvement projects to address transportation-generated pollution. The 2024 Tier 1 and Tier 2 Grant Program calls for projects were issued on February 12, 2024. Evaluations for grant applications are now complete, and a list of projects is presented for Board of Directors’ review and approval.

**Recommendations**

- A. Approve the award of \$3,712,423 in Tier 1 Environmental Cleanup Program funding for 11 projects.
- B. Approve the award of \$6,967,250 in Tier 2 Environmental Cleanup Program funding for four projects.

**Background**

In May 2010, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a two-tiered approach to fund the Measure M2 (M2) Project X Environmental Cleanup Program (ECP). The Tier 1 Grant Program is designed to mitigate the more visible forms of pollutants, such as litter and debris, which collect on roadways and in catch basins prior to being deposited in waterways and the ocean. The Tier 2 Grant Program provides funding for larger projects treating catchment areas of 50 acres or greater and allows for multi-jurisdictional, capital-intensive structural treatment best management practice (BMP) types of projects.

Tier 1 funds are available for Orange County local jurisdictions to purchase and install equipment and other projects that implement BMPs and that supplement, not supplant, current water quality programs. Examples include screens, filters, and inserts for catch basins, as well as other devices designed to remove the above-mentioned pollutants. Tier 2 funds are designed to implement more comprehensive capital investments, which mitigate visible litter and debris, but also heavy metals, organic chemicals, sediment, nutrients, and other transportation-related pollutants. Examples of these large-scale BMPs include constructed wetlands, detention/infiltration basins, and vegetated swales. Proposed projects must demonstrate a direct nexus to the reduction of transportation-related pollution, as developed and defined by OCTA's Environmental Cleanup Allocation Committee (ECAC).

To date, the Board has approved funding for 222 Tier 1 projects, totaling over \$36 million. Two previous Tier 2 calls took place in 2012 and 2013, which resulted in funding 22 projects in the amount of \$28 million. On February 12, 2024, the Board approved issuance of the 2024 ECP Tier 1 and Tier 2 calls, with a funding target of \$3.5 million to support a 14th call for the Tier 1 program, and approximately \$15 million to support a third call for the Tier 2 program.

### ***Discussion***

#### **Tier 1**

The ECP Tier 1 call application deadline was April 25, 2024. As of that date, 13 applications were submitted from 13 local jurisdictions. However, the applications submitted from the cities of Buena Park and Orange cannot move forward due to the cities being found ineligible to receive M2 net revenues by the Board on May 28, 2024. The remaining 11 applications were reviewed and evaluated by an application review committee consisting of OCTA staff and two members of the ECAC. Project applications were evaluated based on Board-approved evaluation criteria, which included the following:

- Effectiveness at removing trash and debris;
- Cost/benefit analyses;
- Pollution-reducing benefits;
- Project readiness;
- Adequacy of proposed operations and maintenance plans; and
- Submission of clear and detailed work plans with specific implementation timing documented.

On September 12, 2024, the ECAC met and endorsed the application review committee’s recommendation that the 11 projects totaling \$3,712,423 identified in Attachment A be advanced to the Board for consideration of funding. While the recommended award amount is higher than the Board-authorized target of \$3.5 million, the recommended funding amount is within the Project X funding capacity in the Measure M2 Next 10 Plan and cash flow.

The recommended Tier 1 projects met overall program objectives and scored well in terms of satisfying the evaluation criteria listed above. The proposed improvements primarily consist of various catch basin debris screen devices including connector pipe screens (CPS), automatic retractable screens (ARS), full trash capture (FTC) units, grated inlet trash screens (GITS), as well as debris booms and a hydrodynamic separator (HDS).

More detailed project-specific information and visual samples of recommended project unit types are provided in Attachments B and C, respectively. A brief overview of these project types is also provided below.

- Catch basin debris screen devices: These devices prevent debris from entering the storm drain system through catch basins and primarily consist of CPS, ARS, FTC, and GITS type devices.
- A debris boom is a floating barrier placed across a channel to capture floating trash and debris, which is collected and disposed of regularly and following storm events.
- An HDS utilizes a combination of swirl concentration and indirect screening to separate and capture trash and debris. The filtered water then passes into the separation area where suspended solids can settle, and runoff passes through. Trash and debris are captured and contained within the screen enclosure and vacuumed during maintenance.

As part of the Tier 1 program, local agencies agree to contribute a minimum cash match of 20 percent of total project costs. All recommended projects either meet or exceed this requirement.

## Tier 2

The ECP Tier 2 call application deadline was May 16, 2024. Four applications were submitted from four local jurisdictions. Project applications were evaluated based on the Board-approved Tier 2 scoring criteria, which includes both technical and non-technical elements.

Technical scoring was conducted with the OC Stormwater Tools Planning Module which utilized project parameters input by the applicant. Scores were derived based on the proposed projects' nexus to transportation-related pollutants, water quality treatment needs, and the ability of the proposed project to address specific water quality issues. The application review committee reviewed each application and provided non-technical scores considering project readiness, regional benefits, and co-benefits beyond water quality improvement (i.e., recreation, habitat, drainage, etc.).

On September 12, 2024, the ECAC met and concurred with the application review committee's conclusions and recommended that four Tier 2 projects, in the amount of \$6,967,250, be recommended to the Board for funding consideration as shown in Attachment C. All projects demonstrated that they meet the intent of M2 to address transportation-related pollution by providing effective water quality treatment.

More detailed project information and visual samples of the recommended project types are provided in Attachments E and F, respectively. A brief overview of the Tier 2 projects recommended for funding is also provided below:

- Santa Ana Zoo Stormwater Capture and Diversion Project (City of Santa Ana) – construct two underground stormwater filtration systems, install a hydrodynamic separation device and vegetated swales.
- Poche Beach Water Reclamation Project (City of San Clemente) – construct a low flow diversion system to address bacteria water quality.
- State College Boulevard Stormwater Capture and Conveyance Project (City of Anaheim) – repurpose 10,000 linear feet of abandoned sewer pipe to install underground dry wells for stormwater runoff treatment, capture, and infiltration.
- Newport Dunes Water Quality Improvement Project (City of Newport Beach) – construct infiltration galleries to capture dry weather flow.

As part of the Tier 2 grant program, local agencies agree to contribute a minimum cash match of 50 percent of total project costs, with opportunities to reduce the match based on project readiness. All recommended projects meet or exceed the match requirement, and Anaheim was able to reduce its match to 40 percent by applying the match reduction benefit.

**Next Steps**

Upon Board approval, each funded agency will be required to execute a letter amendment (to their existing M2 Master Funding Agreement) prior to project implementation. Once this process is complete, OCTA will initiate project monitoring and reporting through the Comprehensive Transportation Funding Programs semi-annual review and M2 quarterly reporting processes.

**Summary**

The OCTA ECP provides grant funding to local jurisdictions for projects that support water quality improvements related to transportation infrastructure. The 2024 Tier 1 and Tier 2 call has concluded. Staff is recommending Board approval to program \$3,712,423 in ECP funds to 11 local jurisdiction Tier 1 projects, and \$6,967,250 in ECP funds to four local jurisdiction Tier 2 projects.

**Attachments**

- A. 2024 Project X Tier 1 Call for Projects – Programming Recommendations
- B. 2024 Project X Tier 1 Call for Projects – Project Summaries
- C. Visual Samples of Recommended Best Management Practice Project Types – Tier 1
- D. 2024 Project X Tier 2 Call for Projects – Programming Recommendations
- E. 2024 Project X Tier 2 Call for Projects – Project Summaries
- F. Visual Samples of Recommended Best Management Practice Project Types – Tier 2

**Prepared by:**



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**Approved by:**



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



**2024 Project X Tier 1 Call for Projects – Programming Recommendations**

<b>Projects Recommended for Funding</b>						
No	Agency	Project Title	Project Description *	Local Match	M2 Funding	Cumulative
1	Anaheim	Stormwater Catch Basin Screen Installation Project Phase 5 – FY 2024-2025	Install 485 CPS and 13 ARS units	20%	\$ 600,000	\$ 600,000
2	County of Orange	Orange County Debris Boom Project 2024	Install four debris booms	20%	\$ 288,000	\$ 888,000
3	Fountain Valley	Fountain Valley High Priority CPS Screen Installation	Install 320 CPS units	20%	\$ 392,931	\$ 1,280,931
4	Fullerton	Installation of Full Capture Trash Devices in Catch Basins – 2024	Install 79 CPS and 16 GITS units	20%	\$ 188,352	\$ 1,469,283
5	Huntington Beach	Trash Provision Compliance Full Capture System (FCS) Installation Project	Install 60 FTC units	20%	\$ 192,200	\$ 1,661,483
6	Irvine	Catch Basin Connector Pipe Screen Installation Project – Phase 4	Install 344 CPS units	20%	\$ 357,760	\$ 2,019,243
7	Mission Viejo	Trash and Runoff Abatement Project (TRAP): CPS-Mod™ & ARS-CL™ Installations in the Southwest Area	Install 31 CPS and 101 ARS units	20%	\$ 160,000	\$ 2,179,243
8	San Clemente	El Camino Real Vicinity Runoff Corridor Project	Install 47 CPS, 16 GITS, and 208 ARS units	20%	\$ 328,000	\$ 2,507,243
9	Santa Ana	10th and Flower Stormwater Capture Project	Install one HDS, two catch basin filter inserts, three bioretention basins, and two underground infiltration systems	56%	\$ 600,000	\$ 3,107,243
10	Seal Beach	Galleon Way at Electric Avenue Stormwater Treatment	Install one HDS and one ARS unit	20%	\$ 584,940	\$ 3,692,183
11	Stanton	Western Storm Channel Grate Replacement Project	Install one custom inlet grate	20%	\$ 20,240	\$ 3,712,423

\* Final quantities of devices and units installed may vary slightly after construction is completed.

<b>Projects Not Recommended for Funding †</b>						
No	Agency	Project Title	Project Description	Local Match	M2 Funding Request	Cumulative
12	Buena Park	Catch Basin Trash Device Project – Phase 6	Install 63 CPS, 39 GITS, and 52 ARS units	20%	\$ 356,000	\$ 4,048,183
13	Orange, City of	White Oak Ridge & Palmyra Avenue Water Quality Storm Drain Improvement Project	Install one HDS and five CPS units	20%	\$ 597,240	\$ 4,645,423

† The cities of Buena Park and Orange submitted Project X Tier 1 applications that were not considered for funding. Local jurisdictions were deemed ineligible to receive M2 funds by the OCTA Board of Directors on May 28, 2024.

**Acronyms**

- ARS - Automatic Retractable Screen
- BMP - Best Management Practice
- CPS - Connector Pipe Screen
- FTC - Full Trash Capture Unit
- FY - Fiscal Year
- GITS - Grated Inlet Trash Screen
- HDS - Hydrodynamic Separator
- M2 - Measure M2
- OCTA - Orange County Transportation Authority

**2024 Project X Tier 1 Call for Projects – Project Summaries**

No	Agency	Project Title	Project Highlights *
1	Anaheim	Stormwater Catch Basin Screen Installation Project Phase 5 – FY 2024 - 2025	The City of Anaheim proposes installing 485 CPS and 13 ARS devices to improve the removal of pollutants entering the water system, including area creeks, groundwater, and eventually the ocean. The project area is located in the Carbon Creek, Westminster, and Santa Ana River Watersheds.
2	County of Orange	Orange County Debris Boom Project 2024	The County of Orange proposes to install floating Debris Trash Booms at three locations in Orange County's San Gabriel River-Coyote Creek Watershed and one within the Newport Bay Watershed. This project will address trash, debris and, related pollutants stemming from litter blown from freeways, arterial highways, and roads.
3	Fountain Valley	Fountain Valley High Priority CPS Screen Installation	The City of Fountain Valley proposes to install 320 CPS units located in high-density residential and commercial areas of the city. These areas are the City's most dense PLU areas with high concentrations of industrial, commercial, bus stops, and driving routes.
4	Fullerton	Installation of Full Capture Trash Devices in Catch Basins – 2024	The City of Fullerton proposes to install 79 CPS and 16 GITS devices in priority area and non-priority catch basins. The City selected specific locations that are located in priority high traffic areas and non-priority areas, and do not have full capture or pollutant removal devices. The target locations also included centers with high pedestrian and vehicular traffic.
5	Huntington Beach	Trash Provision Compliance Full Capture System (FCS) Installation Project	The City of Huntington Beach proposes to implement the FCS Installation Project to comply with the State's trash provisions by installing 60 FTC devices throughout the City. The City is retrofitting pump stations with full capture systems since the centralized system is easier to maintain compared to multiple catch basin inserts.
6	Irvine	Catch Basin Connector Pipe Screen Installation Project – Phase 4	The City of Irvine proposes to install 344 CPS units within existing catch basins at various locations in Planning Areas 4. The proposed CPS locations were selected considering several factors such as development areas, increased vehicle/pedestrian traffic, the absence of stormwater treatment by a natural treatment system, drainage from PLU areas, and drainage to downstream receiving waters listed in the Clean Water Act.
7	Mission Viejo	Trash and Runoff Abatement Project (TRAP): CPS-Mod™ & ARS-CL™ Installations in the Southwest Area	The City of Mission Viejo proposes to install 31 CPS and 101 ARS in catch basins located citywide. These project locations target PLU areas and will reduce stormwater pollution by preventing trash and pollutants from busy arterial roadways.
8	San Clemente	El Camino Real Vicinity Runoff Corridor Project	The City of San Clemente proposes to install 47 CPS, 16 GITS, and 208 ARS units along a 4-mile section of El Camino Real in lower San Clemente. The project runs parallel to the Pacific Ocean and all 74 CBs are between 0.36 and 0.75 miles from the ocean.
9	Santa Ana	10th and Flower Stormwater Capture Project	The City of Santa Ana proposes to install one HDS, two Catch Basin Filter Inserts, three Bioretention Basins, and two Underground Infiltration Systems. The multi-benefit project features the installation of stormwater BMPs, designed to capture and infiltrate stormwater runoff from an 82-acre drainage area, including the proposed park and surrounding roadways, commercial, and residential land use areas.
10	Seal Beach	Galleon Way at Electric Avenue Stormwater Treatment	The City of Seal Beach proposes to upgrade stormwater management and enhance the drainage system capacity across a 16.24-acre area within a mixed urban neighborhood. The project will install one HDS and one ARS to efficiently redirect flow into the HDS with a bypass extension reconnecting to the Electric Avenue drainage system.
11	Stanton	Western Storm Channel Grate Replacement Project	The City of Stanton proposes the removal of existing inlet grates and the installation of one custom inlet grate. This improvement aims to achieve enhanced stormwater capture, debris reduction, and water quality improvements.

\* Final quantities of devices and units installed may vary slightly after construction is completed.

**Acronyms**

- ARS - Automatic Retractable Screen
- BMP - Best Management Practice
- CPS - Connector Pipe Screen
- FTC - Full Trash Capture Unit
- FY - Fiscal Year
- GITS - Grated Inlet Trash Screen
- HDS - Hydrodynamic Separator
- PLU - Priority Land Use

**Visual Samples of Recommended Best Management Practice  
Project Types – Tier 1**

**Automatic Retractable Screen**



**Connector Pipe Screen**



**Full Trash Capture Unit**



**Grated Inlet Trash Screen**



## Visual Samples of Recommended Best Management Practices, Tier 1 Project Types

Hydrodynamic Separator



Debris Boom



Underground Infiltration /  
Infiltration Gallery



Bioretention Basins



## Visual Samples of Recommended Best Management Practice Project Types

### Catch Basin Filter Insert



Note: Photographs are for visualization purposes. Actual devices installed may be different depending on final procurement, site characteristics, final specifications, etc.

**2024 Project X Tier 2 Call for Projects – Programming Recommendations**

<b>Projects Recommended for Funding</b>						
<b>No</b>	<b>Agency</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Local Match *</b>	<b>M2 Funding</b>	<b>Cumulative</b>
1	Anaheim	State College Boulevard Stormwater Capture and Conveyance Project	Repurpose large diameter abandoned sewer pipe and install underground dry wells for stormwater runoff treatment, capture, and infiltration.	40%	\$ 1,500,000	\$ 1,500,000
2	Newport Beach	Newport Dunes Water Quality Improvement Project	Install one 2,000 square foot infiltration gallery and five 200 square foot infiltration galleries.	50%	\$ 467,250	\$ 1,967,250
3	San Clemente	Poche Beach Water Reclamation Project	Install a low-flow diversion system to address bacteria water quality issues.	75%	\$ 2,500,000	\$ 4,467,250
4	Santa Ana	Santa Ana Zoo Stormwater Capture and Diversion (SAZSCAD) Project	Install two underground infiltration units, one hydrodynamic separator, two vegetated swales, and pervious pavement	63%	\$ 2,500,000	\$ 6,967,250

\* Minimum local match is 50% with opportunities to reduce the match based on project readiness.

**2024 Project X Tier 2 Call for Projects – Project Summaries**

<b>Project Summaries</b>			
<b>No</b>	<b>Agency</b>	<b>Project Title</b>	<b>Project Highlights</b>
1	Anaheim	State College Boulevard Stormwater Capture and Conveyance Project	<ul style="list-style-type: none"> <li>• Redirect stormwater runoff from overburdened Orange County Flood Control District facility.</li> <li>• Repurpose approximately 10,000 linear feet of large diameter abandoned sewer pipe by installing underground dry wells for stormwater runoff treatment, capture, and infiltration.</li> <li>• Designed to capture, retain, and infiltrate approximately 63.2 acre-feet of water per year.</li> </ul>
2	Newport Beach	Newport Dunes Water Quality Improvement Project	<ul style="list-style-type: none"> <li>• Construct a 2,000 square-foot infiltration gallery within the beach, east of the lagoon.</li> <li>• Construct five 200 square-foot infiltration galleries adjacent to existing catch basins.</li> <li>• Designed to capture all dry weather flow of up to 5,000 gallons per day.</li> <li>• Dry weather flows infiltrate underlying beach sand prior to flowing into the lagoon.</li> </ul>
3	San Clemente	Poche Beach Water Reclamation Project	<ul style="list-style-type: none"> <li>• Install a low-flow diversion system to address bacteria water quality issues at Poche Beach.</li> <li>• Located at outfall point of the 4,436-acre Poche Beach subwatershed.</li> <li>• Operational year-round; will divert all dry weather runoff from Prima Deshecha and Cascadita storm drains.</li> <li>• Treatment via membrane-filtration reverse osmosis.</li> <li>• Will reclaim 500 acre-feet per year for local water supply.</li> </ul>
4	Santa Ana	Santa Ana Zoo Stormwater Capture and Diversion (SAZSCAD) Project	<ul style="list-style-type: none"> <li>• Construct a large underground stormwater infiltration system in the primary parking lot of the Santa Ana Zoo.</li> <li>• Construct a smaller underground stormwater infiltration system in the overflow parking lot.</li> <li>• Install a hydrodynamic separation device for pretreatment.</li> <li>• Other features: diversion structure, flow meter system, two vegetated swales, and pervious pavement.</li> <li>• Designed to capture and infiltrate approximately 54 acre-feet per year of stormwater runoff from the 180-acre tributary drainage area.</li> </ul>



**Visual Samples of Recommended Best Management Practice  
Project Types – Tier 2**

**Dry Well**



**Permeable/Pervious Pavement**



**Underground Infiltration /  
Infiltration Gallery**



**Vegetated Swale**



Note: Photographs are for visualization purposes. Actual devices installed may be different depending on final procurement, site characteristics, final specifications, etc.