

AGENDA

- 1. Welcome**
- 2. Pledge of Allegiance**
- 3. Annual Public Hearing**
 - A. Overview of Taxpayer Oversight Committee
 - B. Review of the 2022 Taxpayer Oversight Committee Actions
 - C. Annual Eligibility Review Subcommittee Report
 - D. Audit Subcommittee Report
 - E. Public Comments
 - F. Adjournment of Public Hearing
- 4. Approval of Minutes/Attendance Report for April 11, 2023**
- 5. Action Items**
 - A. Annual Eligibility Review Subcommittee Eligibility Report
Shannon O'Toole, Annual Eligibility Subcommittee Chair
 - B. 2023 Measure M Annual Hearing Follow-Up and Compliance Findings
Chairman Andrew Hamilton, Orange County Auditor Controller
 - C. M2 Quarterly Revenue & Expenditure Report (March 2023)
Receive and File - Sean Murdock, Director, Finance and Administration
- 6. Presentation Items**
 - A. Measure M2 Quarterly Progress Report – Q3
Francesca Ching, Measure M Program Manager
- 7. Selection of Co-Chair**
- 8. Subcommittee Selection**
- 9. OCTA Staff Updates**
 - A. Staff Liaison Update
Alice Rogan, Director, Marketing & Public Outreach
- 10. Committee Member Reports**
- 11. Adjournment**

The next meeting will be held on September 12, 2023 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.

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. Measure M2 Senior Mobility Program Temporary Guideline Exception for the City of Placentia	April 10, 2023
2. Comprehensive Transportation Funding Programs - 2023 Call for Projects Programming Recommendations	April 10, 2023
3. Interstate 405 Improvement Project Funding Update	April 24, 2023
4. Third Quarter Fiscal Year 2022-23 Capital Action Plan Performance Metrics	May 8, 2023
5. Measure M2 Eligibility for the City of Cypress	May 22, 2023
6. Update on the Interstate 5 Improvement Project Between State Route 73 and El Toro Road	May 22, 2023
7. Measure M2 Comprehensive Transportation Funding Programs Project Audits	June 12, 2023
8. Measure M2 Environmental Mitigation Program Update	June 12, 2023
9. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2023	June 12, 2023
10. Interstate 405 Improvement Project Update	June 12, 2023
11. Update on Interstate 5/El Toro Road Interchange Project	June 12, 2023

Other: Ordinance Compliance Matrix

Measure M2 Taxpayer Oversight Committee
Orange County Transportation Authority
550 S. Main Street, Orange CA, Room 07
April 11, 2023 @ 5:00 p.m.

MEETING MINUTES

Committee Members Present:

Andrew Hamilton, Auditor-Controller
Ajay Khetani, Fourth District Representative
Andrew Ramirez, First District Representative
Harry Sloan, Second District Representative
Joseph McCarthy, Third District Representative
Kirk Watilo, Third District Representative
Mark W. Eisenberg, Fifth District Representative
Mark Kizzar, Second District Representative
Naresh D. Patel, First District Representative
Shannon O'Toole, Fifth District Representative

Committee Members Absent:

Rasik N. Patel, Fourth District Representative

Orange County Transportation Authority Staff Present:

Alice Rogan, Marketing and Public Outreach Director
Allison Imler, Community Relations Specialist
Jim Beil, Executive Director of Capital Programs
Kia Mortazavi, Executive Director of Planning
Sean Murdock, Director of Finance and Administration

1. Welcome

Chair Andrew Hamilton called the Orange County Transportation Authority (OCTA) Taxpayer Oversight Committee (TOC) meeting to order.

2. Pledge of Allegiance

Kirk Watilo led the Pledge of Allegiance

3. Approval of Minutes/Attendance Report for December 13, 2022

A motion was made by Mark W. Eisenberg, seconded by Andrew Hamilton, to approve the December 13, 2022, TOC Minutes/Attendance Report. Motion carried.

4. Approval of Minutes/Attendance Report for February 14, 2023

A motion was made by Mark Kizzar, seconded by Shannon O'Toole, to approve the February 14, 2023, TOC Minutes/Attendance Report. Motion carried.

5. Action Items

- A. M2 Quarterly Revenue & Expenditure Report (December 2022 Continued)
Sean Murdock, Director, Finance and Administration, commented that this information had been provided at the February 14, 2023, meeting, but had not been voted on due to lack of quorum.

Committee Member Comments:

Chair Andrew Hamilton called for a motion.

A motion was made by Steve Sloan, seconded by Ajay Khetani to approve. Motion carried.

- B. Taxpayer Oversight Committee Meeting Time and Frequency
Andrew Hamilton, TOC Chair, presented an overview of the TOC responsibilities and topics and the frequency of the meetings, and suggested the meetings move to a quarterly basis based on the timing of the quarterly reports the committee receives.

Committee Member Comments:

A committee member commented that quarterly meetings would be more efficient.

A committee member asked if there was any language in the Measure that specified the time the TOC would need to meet? Alice Rogan responded that there was not, but the meeting has been bi-monthly.

A committee member asked if it could be coordinated that the Audit subcommittee meet that same day, at 4:00pm. Alice Rogan responded yes, that is the goal. There will be times that a special meeting would be called as needed for the Audit Subcommittee and the Annual Eligibility Review Subcommittee.

A committee member commented that there needs to be a proviso for an emergency meeting as necessary.

A committee member asked if the Annual Hearing could be scheduled any time or does it have to be scheduled in June? Alice Rogan responded it works best in June. They will be figuring out the timing and the quarterly meetings would start after June.

A motion was made by Kirk Watilo to move the meeting to every three months, seconded by Mark W. Eisenberg to approve. Motion carried.

6. Presentation Items

A. Measure M2 Quarterly Progress Report (Q2 FY22-23)

Kia Mortazavi, Executive Director, Planning, provided an overview of this report.

Committee Member Comments:

A committee member asked if any M2 monies were spent on the environmental cleanup of the offshore oil leak that occurred off Huntington Beach. Kia Mortazavi responded not to his knowledge.

A committee member asked who is doing the study on relocating the tracks in San Clemente and the schedule. Kia Mortazavi responded OCTA is about to start two studies. One study explores relocating the tracks. This will be a longer-term study, recognizing this is a major capital investment and could take 25 to 30 years to accomplish. The second study is to explore short-term solutions and is projected to start this year. Federal funds are being pursued to fund the long-term study.

A committee member asked if OC Go or any ecological preserves have any reservoirs or water capture projects. Kia Mortazavi responded no they do not. The purpose of the preserves is to replace habitat and wildlife that had been impacted by our freeway projects.

7. OCTA Staff Updates

A. Measure M2 Comprehensive Transportation Funding Programs – 2023 Call for Projects Programming Recommendations

Kia Mortazavi, Executive Director, Planning presented the update.

Committee Member Comments:

A committee member asked if the information was on the website. Kia Mortazavi responded yes.

B. Measure M2 Senior Mobility Program Temporary Guideline Exception

Kia Mortazavi, Executive Director, Planning presented the item.

Committee Member Comments:

There were no committee comments.

C. Upcoming Measure M2 Annual Hearing Overview

Alice Rogan, Marketing and Public Outreach Director presented the update.

Committee Member Comments:

A committee member asked if in addition to the website and in-person, is there a call-in number or queue for people is there to speak. Alice Rogan responded no.

D. Staff Liaison Update

Alice Rogan, Marketing and Public Outreach Director presented the update.

Committee Member Comments:

A committee member asked if the second and third district numbers were the old or the new district boundaries. Alice Rogan responded the new ones.

8. Annual Eligibility Review Subcommittee Report

Shannon O'Toole, Fifth District Representative commented that no formal meeting had been held.

9. Audit Subcommittee Report

Andrew Hamilton, Auditor-Controller, reported no meeting was held.

10. Environmental Oversight Committee Report

Ajay Khetani, Fourth District Representative, recapped the topics at the EOC meeting held in February. The May EOC meeting is being postponed to a later month as the EOC committee will be touring some restoration projects in Trabuco Canyon.

11. Committee Member Reports

There were no committee member reports.

Committee Member Comments:

A committee member asked about a letter received relating to a public member asking to attend the meeting by telephone. Alice Rogan responded that is not option, attendance must be in person or they may submit a written comment.

12. Public Comments

There were no public comments.

13. Adjournment

Chair Andrew Hamilton adjourned the meeting.

The next meeting will be held on June 13, 2023, at 5pm.

Taxpayer Oversight Committee

Fiscal Year 2022-2023

Attendance Record

X = Present		E = Excused Absence			* = Absence Pending Approval			U = Unexcused Absence			-- = Resigned	
Meeting Date	July	9 Aug.	Sept.	11 Oct.	Nov.	13 Dec	Jan.	14 Feb.	March	11 Apr.	May	13 Jun.
Naresh D. Patel		X		X		E		E		X		
Andrew Ramirez		X		E		X		E		X		
Harry Sloan		X		X		X		X		X		
Mark Kizzar		X		X		E		X		X		
Joseph McCarthy		E		X		X		E		X		
Kirk Watilo		X		X		X		E		X		
Rasik N. Patel		X		E		X		X		*		
Ajay Khetani		X		X		E		E		X		
Shannon O'Toole		X		X		E		X		X		
Mark W. Eisenberg		X		X		E		X		X		
Frank Davies		X		X		X		--		--		--
Andrew Hamilton		N/A		N/A		N/A		X		X		

Absences Pending Approval

Meeting Date	Name	Reason
April 11, 2023	Rasik N. Patel	

Action Items



June 13, 2023

To: Taxpayer Oversight Committee

From: Orange County Transportation Authority Staff

Subject: Measure M2 Annual Eligibility Review Subcommittee
Recommendations for Fiscal Year 2021-22 Expenditure Reports

Overview

The Measure M2 Ordinance requires that all local jurisdictions annually satisfy eligibility requirements in order to receive Measure M2 net revenues. The Annual Eligibility Review Subcommittee has convened and completed its review process for fiscal year 2021-22 Measure M2 expenditure reports.

Recommendation

Affirm that the Taxpayer Oversight Committee has received and completed the review of fiscal year 2021-22 Measure M2 expenditure reports from 34 of Orange County's 35 local jurisdictions (excluding the City of Cypress which is currently ineligible).

Background

Per the Measure M2 (M2) Ordinance, the Taxpayer Oversight Committee (TOC) is responsible for receiving and reviewing several components of each local jurisdiction's M2 eligibility submittals. These include the Congestion Management Program, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan, and expenditure reports. The eligibility component that was most recently submitted was fiscal year (FY) 2021-22 M2 expenditure reports.

Consistent with M2 Eligibility Guidelines, local jurisdictions are required to submit M2 annual expenditure reports within six months of the close of the FY. For all local jurisdictions, the reports were due and were submitted on or before December 31, 2022. Local jurisdictions are required to report on the usage of M2 funds, developer/traffic impact fees, and funds expended to satisfy M2 Maintenance of Effort (MOE) requirements. Consistent with the M2 Ordinance, the TOC established the Annual Eligibility Review (AER) Subcommittee to receive and review TOC eligibility components, including annual M2 expenditure reports, on behalf of the TOC.

Discussion

At the June 1, 2023 AER Subcommittee meeting, Orange County Transportation Authority (OCTA) staff provided a detailed overview of its technical review of 34 of Orange County's 35 local jurisdiction's M2 Expenditure Reports (Attachment A). The expenditure report from the City of Cypress (City) was not included in this review as the City was found ineligible to receive net M2 revenues by the OCTA Board of Directors (Board) on May 22, 2023.

AER Subcommittee members were provided with copies of the complete report for the 34 local jurisdictions. The AER Subcommittee was then given the opportunity to ask clarifying questions. After discussion of AER Subcommittee member questions, the AER Subcommittee affirmed that it received and reviewed the FY 2021-22 M2 expenditure reports for all 34 currently eligible Orange County local jurisdictions.

Next Steps

Once the TOC affirms its receipt and review of these eligibility materials, staff will report the completion of the FY 2021-22 M2 expenditure reports eligibility component to the OCTA Regional Transportation Planning Committee and Board for consideration of a finding that 34 of Orange County's 35 local jurisdictions (excluding the City of Cypress) are eligible to continue receiving M2 net revenues.

Summary

The AER Subcommittee is reporting to the TOC that it has received and reviewed the FY 2021-22 M2 expenditure reports in order to advance this current component of the eligibility process to the OCTA Board.

Attachment

- A. Measure M2 Eligibility Review Summary of FY 2021-22 Expenditure Reports

**Measure M2 Eligibility Review Summary
of FY 2021-22 Expenditure Reports**

Local Jurisdiction	Expenditure Report Received by Deadline	Resolution Received by Deadline	MOE Benchmark Met ¹	Received and Reviewed
Aliso Viejo	Yes	Yes	Yes	Yes
Anaheim	Yes	Yes	Yes	Yes
Brea	Yes	Yes	Yes	Yes
Buena Park	Yes	Yes	Yes	Yes
Costa Mesa	Yes	Yes	Yes	Yes
County of Orange ²	Yes	Yes	N/A	Yes
Cypress ³	N/A	N/A	N/A	N/A
Dana Point	Yes	Yes	Yes	Yes
Fountain Valley	Yes	Yes	Yes	Yes
Fullerton	Yes	Yes	Yes	Yes
Garden Grove	Yes	Yes	Yes	Yes
Huntington Beach	Yes	Yes	Yes	Yes
Irvine	Yes	Yes	Yes	Yes
La Habra	Yes	Yes	Yes	Yes
La Palma	Yes	Yes	Yes	Yes
Laguna Beach	Yes	Yes	Yes	Yes
Laguna Hills	Yes	Yes	Yes	Yes
Laguna Niguel	Yes	Yes	Yes	Yes
Laguna Woods	Yes	Yes	Yes	Yes
Lake Forest	Yes	Yes	Yes	Yes
Los Alamitos	Yes	Yes	Yes	Yes
Mission Viejo	Yes	Yes	Yes	Yes
Newport Beach	Yes	Yes	Yes	Yes
Orange	Yes	Yes	Yes	Yes
Placentia	Yes	Yes	Yes	Yes
Rancho Santa Margarita	Yes	Yes	Yes	Yes
San Clemente	Yes	Yes	Yes	Yes
San Juan Capistrano	Yes	Yes	Yes	Yes
Santa Ana	Yes	Yes	Yes	Yes
Seal Beach	Yes	Yes	Yes	Yes
Stanton	Yes	Yes	Yes	Yes
Tustin	Yes	Yes	Yes	Yes
Villa Park	Yes	Yes	Yes	Yes
Westminster	Yes	Yes	Yes	Yes
Yorba Linda	Yes	Yes	Yes	Yes

FY - Fiscal Year

MOE - Maintenance of Effort

N/A - Not Applicable

¹ Due to the financial impacts of the COVID-19 pandemic, the MOE requirement was modified by the Orange County Transportation Authority's Board of Directors, for FY 2021-22. Local jurisdictions could have met either 1) the traditional MOE benchmark dollar amount; or 2) an MOE target that is based on the percentage of the MOE benchmark value of general fund revenues.

² The original MOE was established in 1991 with the first Measure M (M1) Program using a five-year average of the level of funding local jurisdictions spent on streets and roads between 1985 and 1990. However, Orange County Public Works and their predecessor agencies received sufficient gas tax subventions and other transportation specific funding from State, Federal and other local sources which were required to be used for transportation. As such, they did not and do not use discretionary funds for transportation purposes. The County uses a number of fund sources for transportation including gas tax subvention or Highway User Tax Account, federal grants, assessment districts, developer impact fees, and other transportation specific funding sources.

³ The City of Cypress is excluded as the local jurisdiction was found ineligible to receive net M2 revenues by the Orange County Transportation Authority's Board of Directors on May 22, 2023, due to failure to comply with the MOE eligibility requirement.

Measure M2
Schedule of Revenues, Expenditures and Changes in Fund Balance
as of March 31, 2023
(Unaudited)

(\$ in thousands)	Quarter Ended Mar 31, 2023	Year to Date Mar 31, 2023	Period from Inception to Mar 31, 2023
	(A)	(B)	
Revenues:			
Sales taxes	\$ 79,352	\$ 302,779	\$ 3,804,712
Other agencies' share of Measure M2 costs:			
Project related	19,517	35,728	826,291
Non-project related	-	-	454
Interest:			
Operating:			
Project related	402	786	4,286
Non-project related	3,049	7,469	77,537
Bond proceeds	2,876	2,876	90,095
Debt service	273	439	1,525
Commercial paper	-	-	395
Capital grants	-	-	-
Right-of-way leases	19	108	1,592
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Non-project related	-	-	-
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	<u>105,488</u>	<u>350,185</u>	<u>4,822,846</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	839	2,518	37,898
Professional services:			
Project related	10,540	25,138	512,958
Non-project related	470	1,101	37,152
Administration costs:			
Project related	2,811	8,433	113,678
Non-project related:			
Salaries and Benefits	1,068	3,205	38,822
Other	1,663	4,988	65,588
Other:			
Project related	123	170	6,010
Non-project related	7	37	5,326
Payments to local agencies:			
Project related	29,796	62,141	1,295,590
Non-project related	-	-	-
Capital outlay:			
Project related	51,517	110,505	2,087,755
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	19,935	19,935	95,485
Interest on long-term debt and commercial paper	17,474	34,949	319,576
Total expenditures	<u>136,243</u>	<u>273,120</u>	<u>4,615,870</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(30,755)</u>	<u>77,065</u>	<u>206,976</u>
Other financing sources (uses):			
Transfers out:			
Project related	(10,690)	(31,593)	(477,509)
Non-project related	-	-	-
Transfers in:			
Project related	1,780	5,332	342,000
Non-project related	-	-	-
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(8,910)</u>	<u>(26,261)</u>	<u>624,054</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (39,665)</u>	<u>\$ 50,804</u>	<u>\$ 831,030</u>

Measure M2
Schedule of Calculations of Net Revenues and Net Bond Revenues (Debt Service)
as of March 31, 2023
(Unaudited)

(\$ in thousands)	Quarter Ended Mar 31, 2023 (actual)	Year to Date Mar 31, 2023 (actual)	Period from Inception through Mar 31, 2023 (actual)	Period from April 1, 2023 through March 31, 2041 (forecast)	Total
	(C.1)	(D.1)	(E.1)	(F.1)	
Revenues:					
Sales taxes	\$ 79,352	\$ 302,779	\$ 3,804,712	\$ 11,204,625	\$ 15,009,337
Operating interest	3,049	7,469	77,537	434,765	512,302
Subtotal	<u>82,401</u>	<u>310,248</u>	<u>3,882,249</u>	<u>11,639,390</u>	<u>15,521,639</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	<u>82,401</u>	<u>310,248</u>	<u>3,882,832</u>	<u>11,639,390</u>	<u>15,522,222</u>
Administrative expenditures:					
Sales tax administration fees	839	2,518	37,898	98,711	136,609
Professional services	470	1,101	33,377	98,973	132,350
Administration costs:					
Salaries and Benefits	1,068	3,205	38,822	114,285	153,107
Other	1,663	4,988	65,588	192,265	257,853
Other	7	37	2,306	6,915	9,221
Capital outlay	-	-	32	-	32
Environmental cleanup	580	806	48,766	224,057	272,823
Total expenditures	<u>4,627</u>	<u>12,655</u>	<u>226,789</u>	<u>735,206</u>	<u>961,995</u>
Net revenues	<u>\$ 77,774</u>	<u>\$ 297,593</u>	<u>\$ 3,656,043</u>	<u>\$ 10,904,184</u>	<u>\$ 14,560,227</u>
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ -	\$ 804,625
Interest revenue from bond proceeds	2,876	2,876	90,095	67,796	157,891
Interest revenue from debt service funds	273	439	1,525	2,828	4,353
Interest revenue from commercial paper	-	-	395	-	395
Total bond revenues	<u>3,149</u>	<u>3,315</u>	<u>896,640</u>	<u>70,624</u>	<u>967,264</u>
Financing expenditures and uses:					
Professional services	-	-	3,775	-	3,775
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	19,935	19,935	95,485	595,219	690,704
Bond debt and other interest expense	17,474	34,949	319,576	374,840	694,416
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>37,409</u>	<u>54,884</u>	<u>466,918</u>	<u>970,059</u>	<u>1,436,977</u>
Net bond revenues (debt service)	<u>\$ (34,260)</u>	<u>\$ (51,569)</u>	<u>\$ 429,722</u>	<u>\$ (899,435)</u>	<u>\$ (469,713)</u>

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2023
(Unaudited)

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)	Expenditures Inception to Mar 31, 2023 (actual)	Reimbursements Inception to Mar 31, 2023 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2023 (actual)
(G)	(H)	(I)	(J)	(K)	(L)	
(\$ in thousands)						
Freeways (43% of Net Revenues)						
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 573,893	\$ 144,103	\$ 10,913	\$ 8,786	\$ 2,127
B	I-5 Santa Ana/SR-55 to El Toro	366,559	92,042	24,944	15,450	9,494
C	I-5 San Diego/South of El Toro	765,598	192,240	332,488	52,705	279,783
D	I-5 Santa Ana/San Diego Interchange Upgrades	315,031	79,104	2,838	527	2,311
E	SR-22 Garden Grove Freeway Access Improvements	146,526	36,792	5	-	5
F	SR-55 Costa Mesa Freeway Improvements	446,904	112,217	70,576	40,147	30,429
G	SR-57 Orange Freeway Improvements	315,885	79,318	53,030	12,762	40,268
H	SR-91 Improvements from I-5 to SR-57	170,947	42,924	34,960	824	34,136
I	SR-91 Improvements from SR-57 to SR-55	508,567	127,700	50,573	47,718	2,855
J	SR-91 Improvements from SR-55 to County Line	430,054	107,986	18,362	16,833	1,529
K	I-405 Improvements between I-605 to SR-55	1,309,941	328,924	1,373,770	292,729	1,081,041
L	I-405 Improvements between SR-55 to I-5	390,369	98,021	9,209	6,954	2,255
M	I-605 Freeway Access Improvements	24,421	6,132	5,432	16	5,416
N	All Freeway Service Patrol	183,157	45,990	6,322	-	6,322
	Freeway Mitigation	313,045	78,605	59,975	5,132	54,843
	Subtotal Projects	6,260,897	1,572,098	2,053,397	500,583	1,552,814
	Net (Bond Revenue)/Debt Service	-	-	160,863	-	160,863
	Total Freeways	\$ 6,260,897	\$ 1,572,098	\$ 2,214,260	\$ 500,583	\$ 1,713,677
	%					49.1%
Street and Roads Projects (32% of Net Revenues)						
O	Regional Capacity Program	\$ 1,456,041	\$ 365,609	\$ 805,157	\$ 507,884	\$ 297,273
P	Regional Traffic Signal Synchronization Program	582,391	146,237	103,137	17,459	85,678
Q	Local Fair Share Program	2,620,841	658,088	641,122	77	641,045
	Subtotal Projects	4,659,273	1,169,934	1,549,416	525,420	1,023,996
	Net (Bond Revenue)/Debt Service	-	-	47,133	-	47,133
	Total Street and Roads Projects	\$ 4,659,273	\$ 1,169,934	\$ 1,596,549	\$ 525,420	\$ 1,071,129
	%					30.7%

Measure M2
Schedule of Revenues and Expenditures Summary
as of March 31, 2023
(Unaudited)

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)	Expenditures Inception to Mar 31, 2023 (actual)	Reimbursements Inception to Mar 31, 2023 (actual)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2023 (actual)
(G)	(H)	(I)	(J)	(K)	(L)	
Transit Projects (25% of Net Revenues)						
R	High Frequency Metrolink Service	\$ 1,452,167	\$ 352,048	\$ 431,999	\$ 98,927	\$ 333,072
S	Transit Extensions to Metrolink	1,285,331	322,744	175,527	2,133	173,394
T	Metrolink Gateways	74,421	37,042	98,220	60,956	37,264
U	Expand Mobility Choices for Seniors and Persons with Disabilities	504,878	121,007	117,918	88	117,830
V	Community Based Transit/Circulators	291,127	73,101	17,084	1,538	15,546
W	Safe Transit Stops	32,133	8,069	1,173	26	1,147
	Subtotal Projects	3,640,057	914,011	841,921	163,668	678,253
	Net (Bond Revenue)/Debt Service	-	-	26,360	-	26,360
	Total Transit Projects	\$ 3,640,057	\$ 914,011	\$ 868,281	\$ 163,668	\$ 704,613
	%					20.2%
	Measure M2 Program	\$ 14,560,227	\$ 3,656,043	\$ 4,679,090	\$ 1,189,671	\$ 3,489,419

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)	Expenditures Inception to Mar 31, 2023 (actual)	Reimbursements Inception to Mar 31, 2023 (actual)	Net M2 Cost Inception to Mar 31, 2023 (actual)
(G)	(H.1)	(I.1)	(J)	(K)	(L)	
Environmental Cleanup (2% of Revenues)						
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 310,433	\$ 77,645	\$ 48,766	\$ 311	\$ 48,455
	Net (Bond Revenue)/Debt Service	-	-	-	-	-
	Total Environmental Cleanup	\$ 310,433	\$ 77,645	\$ 48,766	\$ 311	\$ 48,455
	%					1.2%


Taxpayer Safeguards and Audits						
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 225,140	\$ 57,071	\$ 37,898	\$ -	\$ 37,898
	%					1.0%
	Oversight and Annual Audits (1% of Revenues)	\$ 155,216	\$ 38,822	\$ 38,822	\$ (0)	\$ 38,822
	%					1.0%

***Presentation
Items***



June 5, 2023

To: Executive Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Measure M2 Quarterly Progress Report for the Period of January 2023 through March 2023

Overview

Staff has prepared the Measure M2 Quarterly Progress Report for the third quarter of fiscal year 2022-23 as information for the Orange County Transportation Authority Board of Directors. This report highlights progress on Measure M2 projects and programs and will be available to the public via the Orange County Transportation Authority website.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, Orange County voters, by nearly 70 percent, approved the Renewed Measure M Transportation Investment Plan (Plan) for the Measure M2 (M2) one half-cent sales tax for transportation improvements. 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.

OCTA is committed to fulfilling the promises made in M2. This means not only completing the projects described in the Plan but also adhering to numerous specific requirements, safeguards, and transparency provisions identified in the M2 Ordinance. The M2 Ordinance requires that quarterly status reports regarding the major projects detailed in the Plan be brought to the Board of Directors (Board). The Board is also provided with individual project and program-level staff reports on the status of various initiatives included in the Plan.

Discussion

This quarterly report reflects activities and progress across all M2 programs for the period of January 1, 2023, through March 31, 2023 (Attachment A). The quarterly report also includes project budget and schedule information as provided in the Capital Action Plan reports to the Board. Information on the Local Fair Share and Senior Mobility Program payments made to cities during the quarter is also included. Additionally, Attachment A includes a summary of the Program Management Office (PMO) activities.

The following provides highlights of M2 accomplishments during the quarter by mode, notable items under the PMO activities, and key challenges that OCTA is working to address.

Freeway Program

The M2 Freeway Program consists of 30 project segments to be delivered by 2041. To date, 13 project segments are complete, five are in construction, and eight are in final design. Completing these projects would bring the total number of completed projects to 26 by fiscal year (FY) 2029-30, equating to approximately 87 percent of the M2 Freeway Program. The remaining four project segments are in various stages of project development. Notable freeway program highlights that occurred during the quarter are noted below.

- **State Route 91 between State Route 55 and Lakeview Avenue –** The Board selected a consultant to provide public outreach services on March 27, 2023, to prepare this project for the construction phase. Construction is anticipated to begin in early 2024. (Project I)
- **Interstate 405 between State Route 73 and Interstate 605 –** A project update was presented to the Board on February 13, 2023, providing progress on construction, risk monitoring, and outreach efforts. The project is more than 92 percent complete with 11 of the 18 bridges fully opened to traffic. (Project K)
- **Freeway Service Patrol (FSP) –** On February 13, 2023, the Board awarded contracts for FSP services serving four service areas in Orange County. OCTA contracts with private tow service firms to provide FSP services. Through these contracts, the tow service firms provide assistance to motorists whose vehicles have become disabled on Orange County freeways and congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. (Project N)

Streets and Roads

In partnership with the 35 local jurisdictions, a significant milestone in the M2 Streets and Roads Program was reached as funding allocation and distributions surpassed \$1 billion in September 2022. Since 2011, more than \$1.06 billion has been allocated to local jurisdictions for transportation improvements through the streets and roads competitive and formula funding programs.

In addition, OCTA was able to leverage nearly \$53.9 million in external funding to support these programs. To date, 429 project phases have been allocated through M2 competitive streets and roads funding programs, of which 320 phases, or approximately 75 percent, have been completed. The remaining phases are underway or planned to be underway.

- M2 includes two competitive streets and roads programs known as the Regional Capacity Program (RCP) and Regional Traffic Signal Synchronization Program (RTSSP). These programs target projects that improve mobility by considering factors such as degree of congestion relief, cost-effectiveness, and project readiness. On August 8, 2022, the Board authorized staff to accept one-time escalation adjustment requests from local jurisdictions for existing RCP and RTSSP allocations previously programmed through the 2018, 2019, 2020, and 2021 calls for projects (call) due to local jurisdictions experiencing extraordinary cost increases for materials and labor due to shortages, supply chain issues, and extraordinary inflation. During the quarter, staff completed review of requests from local jurisdictions for escalation rate adjustments. On February 13, 2023, the Board approved escalation adjustments for an additional \$5.76 million in M2 funding for nine RCP and RTSSP projects. (Project O and Project P)

Transit

The M2 transit mode includes several programs designed to provide expanded transportation options. M2 is the primary funding source for Southern California Regional Rail Authority (Metrolink) commuter rail service in Orange County and includes funding for rail station improvements and transit connections to extend the reach of the service. Due to the coronavirus (COVID-19) pandemic, Metrolink implemented temporary service reductions due to reduced ridership levels. During the quarter, ridership recovery continued to trend positively yet below projections. Total boardings on the three lines are approximately 61 percent lower than pre-pandemic levels. Additional Metrolink challenges are discussed in the Challenges section of this report.

Since 2011, M2 has provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink (\$483,133 to date), community-based transit circulators (\$40 million to date), and bus stop improvements (\$2.9 million to date). In addition, M2 provides a set amount of annual funding to support three programs intended to meet the needs of seniors and persons with disabilities (\$115.3 million¹ to date). Other notable Transit activities from the quarter are noted below.

- Anaheim Canyon Metrolink Station – On January 30, 2023, the newly constructed improvements opened to the public. These improvements included new and extended platforms, new passenger amenities, and a second main track to allow more than one train in the station at a time. (Project R)
- South Coast Rail Infrastructure Feasibility Study – Over the past several years, coastal storm surges, combined with several other environmental factors, have caused damage to coastal sections of the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor in south Orange County. These events required increased maintenance and emergency repairs to stabilize the infrastructure. The emergency repairs have also led to intermittent service loss and delays. This portion of the rail corridor is important for the transportation of people and goods and is a key railroad line for national defense. To identify short- and medium-term solutions to address rail infrastructure protection in south Orange County, the Board approved the release of a request for proposals for a feasibility study and alternative concept analysis on March 13, 2023. Proposals were due on April 10, 2023, and consultant selection is anticipated to be presented to the Board in late 2023. (Project R)
- OC Streetcar – A quarterly update was presented to the Board on January 23, 2023, providing information on the status of construction activities, vehicle manufacturing, and public outreach. During the quarter, construction continued at the Maintenance and Storage Facility, placement of embedded track on Santa Ana Boulevard, and preparation of various intersections for utility installations. In addition, all eight vehicles are in the final stages of manufacturing. (Project S)

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, allowing OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation service. All withheld funds will be released with the next bimonthly disbursement.

Environmental Programs

The M2 program includes two innovative programs: the Environmental Cleanup Program (ECP) and the Environmental Mitigation Program (EMP). The ECP improves water quality by addressing transportation-related pollutants, while the EMP offsets the biological habitat impacts of M2 freeway projects.

Since 2011, the ECP has allocated more than \$57.2 million to local jurisdictions for 201 projects for trash removal devices (Tier 1) and 18 projects for large-scale water quality best management practices projects (Tier 2). It is estimated that nearly 60 million gallons of trash have been captured since the inception of the program, which is the equivalent of filling nearly 138 football fields with one foot deep of trash.

- The 13th Tier 1 call was released on February 13, 2023, in the amount of \$3 million. Applications were received on April 27, 2023, and programming recommendations are anticipated to be presented to the Board in summer 2023. (Project X)

The Board has authorized \$55 million for the EMP to acquire conservation lands and fund habitat restoration projects. OCTA has acquired more than 1,300 acres and funded 12 projects to restore habitat on 350 acres of open space across Orange County to fulfill the necessary M2 Freeway Program mitigation needs.

The wildlife and habitat on the acquired lands are protected in perpetuity, and long-term management of the properties will be funded by an established endowment. OCTA has made seven deposits of approximately \$2.9 million into the endowment and as of March 31, 2023, the balance of the endowment was \$23,112,620. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

Market Conditions Forecast and Risk Analysis

At the Board's direction, OCTA contracts with two local economists to monitor and analyze key early warning indicators affecting the construction market. The information is incorporated in a cost pressure index model to identify potential cost risk factors on M2 project delivery. The latest report indicates that OCTA may continue to experience a high-cost environment through 2024, with relief of price pressures in 2025. Major drivers of the cost pressures include the high cost of materials and high construction wages. While the Federal Reserve continues to raise interest rates to curb inflation, the broader labor market remains strong with job openings outnumbering available workers. Staff will continue to monitor market conditions and provide updates to the Board as appropriate.

Challenges

As with all major programs, challenges arise and need to be monitored and addressed. A few key challenges are highlighted below.

- In April 2022, Metrolink restored service to 90 percent of pre-pandemic levels, however ridership has struggled to recover which has negatively affected farebox revenues and significantly increased operating subsidies. The prevalence of flexible remote work policies has further affected ridership. Without changes in service planning, ridership growth, operations and rehabilitation costs, or infusion of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.
- Another impact to Metrolink in Orange County is passenger services closures through the City of San Clemente due to track and slope stabilization efforts. While passenger rail service resumed on April 17, 2023, following the completion of emergency construction work, passenger service was again halted on April 27, 2023, due to falling debris from a hillside slope near San Clemente's cultural center, just two miles north of the completed emergency work. OCTA continues to monitor the situation and will determine next steps for when the track can safely be reopened.
- The OC Streetcar project has faced challenges, such as unforeseen utility conflicts and conditions, contaminated materials, construction quality control and compliance, added oversight and approvals, and several change requests. OCTA applied for and was awarded \$149.84 million in supplemental Transit and Intercity Rail Capital Program (TIRCP) funding in January 2023. In addition, OCTA worked with the Federal Transit Administration (FTA) project management oversight consultant on a comprehensive project risk, cost, and schedule assessment, consistent with achieving 75 percent construction completion. The FTA identified a cost of \$579.16 million to complete the project and a risk-based revenue service date of August 2025. OCTA will continue to manage the streetcar project to reach the November 2024 revenue service date identified in the revised schedule. In addition, the incremental \$69.62 million in the revised cost estimate will be covered by the infusion of supplemental TIRCP funds noted above. The balance of the additional TIRCP funding will help preserve M2 funds for the operations and maintenance phase of the project or future funding needs in this M2 program category.

Staff will continue to monitor these challenges to ensure M2 remains deliverable as promised to voters and provide updates to the Board as appropriate.

Summary

A quarterly report covering activities from January 2023 through March 2023, is provided to update progress in implementing the Plan. The above information and the attached details indicate significant progress on the overall M2 Program despite facing challenges. To be cost-effective and to facilitate accessibility and transparency of information available to stakeholders and the public, the M2 Quarterly Progress Report is made available through the OCTA website. Hard copies are available by mail upon request.

Attachment

- A. Measure M2 Quarterly Progress Report, Third Quarter of Fiscal Year 2022 - 23, January 1, 2023 through March 31, 2023

Prepared by:



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Program Management Analyst
(714) 560-5727

Approved by:



Kia Mortazavi
Executive Director, Planning
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OCTA



Local Tax Dollars at Work

MEASURE M2 QUARTERLY PROGRESS REPORT

Third Quarter of Fiscal Year 2022 – 23
January 1, 2023 through March 31, 2023

Third Quarter Highlights:

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





MEASURE M2 PROGRESS REPORT

SUMMARY

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

As required by Ordinance No. 3 (M2 Ordinance), a quarterly report covering activities from January 1, 2023, through March 31, 2023, is provided to update progress in implementing the Plan. On September 25, 2017, the Board of Directors (Board) approved externally rebranding M2 as OC Go to promote Orange County Transportation Authority's (OCTA) Measure M awareness and to avoid confusion with Measure M in Los Angeles County.

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



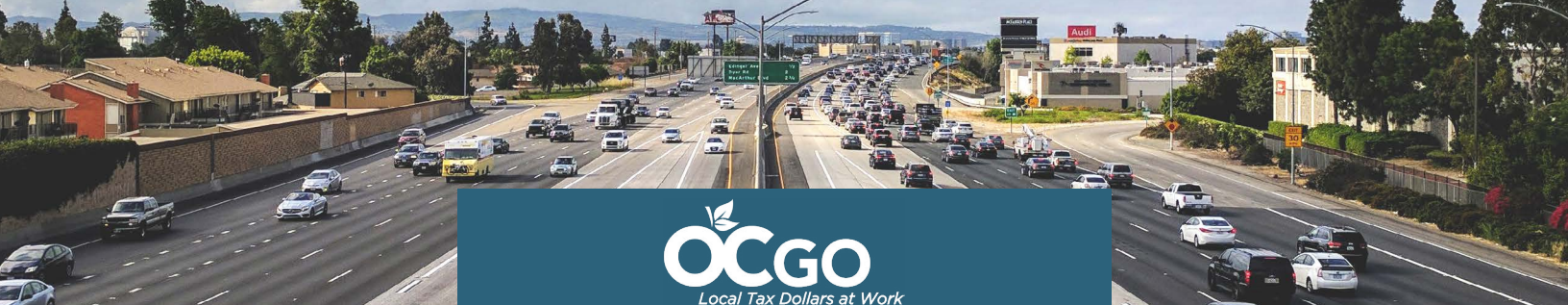
The cover photo shows the newly improved Anaheim Canyon Metrolink station. The improvements included new amenities such as benches, shade structures, and ticket vending machines, improvements to existing at-grade crossings, a new station platform and extension of an existing platform, and a new second station track to allow more than one train to serve the station. The project was completed in January 2023.



MEASURE M2 PROGRESS REPORT

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 Local Tax Dollars at Work
MEASURE M2 PROJECT SCHEDULES

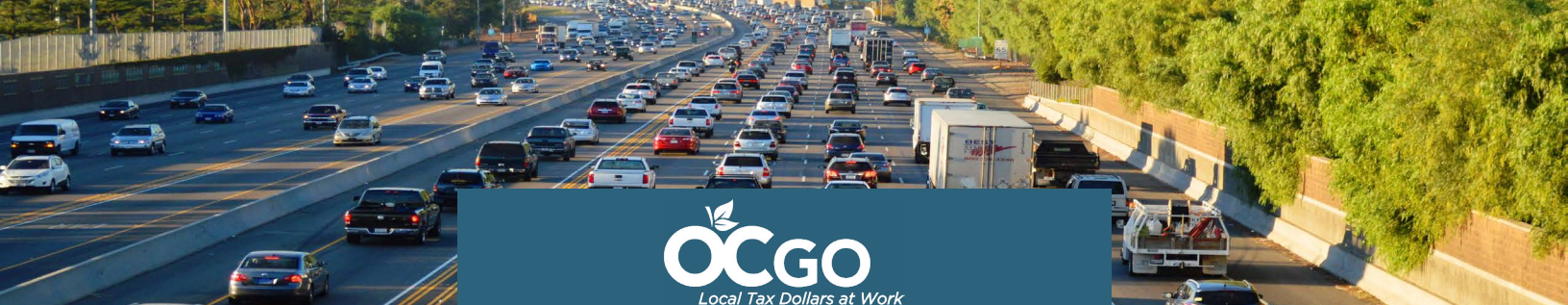
- | | | | | | |
|---|---|---|--|---|---|
|  |  |  |  |  |  |
| Conceptual | Environmental | Design, Advertise, & Award | Design-Build | Construction | Complete |

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

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

¹ Projects managed by local agencies

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



MEASURE M2 PROJECT SCHEDULES

OC Go Projects and Programs		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
J	SR-91, SR-55 to SR-241	Completed in 2013															
J	SR-91 EB, SR-241 to SR-71	Completed in 2011															
J	SR-91, SR-241 to I-15 (TBD)																
K	I-405, SR-73 to I-605	[Hatched bar from 2017 to 2024]															
L	I-405, I-5 to SR-55 (Further Schedule TBD)	[Green bar from 2017 to 2018]															
M	I-605, Katella Avenue Interchange	[Green bar from 2017 to 2021], [Blue bar from 2021 to 2025], [Orange bar from 2025 to 2026]															
O	Kraemer Boulevard Grade Separation (Placentia)	Completed in 2014															
O	Lakeview Avenue Grade Separation (Anaheim/Placentia)	[Orange bar from 2017 to 2018]															
O	Orangethorpe Avenue Grade Separation (Anaheim/Placentia)	Completed in 2016															
O	Placentia Avenue Grade Separation (Placentia)	Completed in 2014															
O	Raymond Avenue Grade Separation (Fullerton) ¹	[Orange bar from 2017 to 2018]															
O	State College Boulevard Grade Separation (Fullerton) ¹	[Orange bar from 2017 to 2018]															
O	Tustin Avenue/Rose Drive Grade Separation (Anaheim/Placentia)	Completed in 2016															
R	Sand Canyon Grade Separation (Irvine)	Completed in 2016															
R	Rail-Highway Grade Crossing Safety Enhancement	Completed in 2011															
R	San Clemente Beach Trail Safety Enhancements	Completed in 2014															
R	Anaheim Canyon Metrolink Station Improvements	[Green bar from 2017 to 2018], [Blue bar from 2018 to 2022], [Orange bar from 2022 to 2023]															
R	Fullerton Transportation Center Improvements	[Orange bar from 2017 to 2019]															
R	Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps	[Orange bar from 2017 to 2018]															
R	Orange Transportation Center Metrolink Parking Structure	[Blue bar from 2017 to 2018], [Orange bar from 2018 to 2019]															
R	Placentia Metrolink Station Improvements and Parking Structure (Further Schedule TBD)	[Blue bar from 2017 to 2018]															
R	San Clemente Pier Station Lighting	[Orange bar from 2017 to 2018]															
R	Laguna Niguel to San Juan Capistrano Metrolink Station Passing Siding Project	[Blue bar from 2017 to 2020], [Orange bar from 2020 to 2021]															
R	Tustin Metrolink Station Parking Structure	Completed in 2011															
R,T	Anaheim Regional Transportation Intermodal Center (ARTIC) ¹	Completed in 2014															
S	OC Streetcar	[Blue bar from 2017 to 2018], [Orange bar from 2018 to 2025]															

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

¹ Projects managed by local agencies

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



MEASURE M2 PROGRESS REPORT

M2 DELIVERY RISK UPDATE ▼

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

Delivery Risk	Explanation	Proposed Action	
Financial			
1	Sales tax revenues were impacted by the Great Recession and the coronavirus (COVID-19) pandemic. The 2022 M2 revenue forecast is \$15 billion, which is a \$1.8 billion (13.6 percent) year-over-year increase from the 2021 forecast.	While the 2022 M2 revenue forecast is higher, 19 years of M2 delivery remain and fluctuations in economic conditions may affect future revenue projections.	Staff will continue to monitor sales tax revenue receipts to ensure that M2 is delivered as promised to voters.
2	Reduced external funding opportunities for the M2 freeway program.	State and federal priorities continue to shift and favor projects that reduce automobile travel, which could affect access to currently programmed as well as future external funding opportunities for the M2 freeway projects.	Current external funding commitments are assumed in the M2 cash flow for the 2022 Next 10 Plan, but prospects of future revenues for highway projects are low.
3	Potential for an environment of increasing cost for M2 capital projects.	The fall 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a high inflationary environment in 2023 and 2024. This is driven by inflation, increases in construction wages, and building materials.	To further protect against potential cost increases in the M2 freeway program, 11 percent program level expense line items have been incorporated in the 2022 M2 cash flow for an economic uncertainty allowance. 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	Inability to scale the M2 Freeway Program to available revenue and still deliver the M2 commitments.	The M2 Freeway Program includes set project scopes leaving limited flexibility in what is delivered.	OCTA will work closely with the California Department of Transportation (Caltrans) to apply value engineering strategies on projects to manage costs.



MEASURE M2 PROGRESS REPORT

Delivery Risk		Explanation	Proposed Action
5	Schedule and scope changes on capital projects that impact delivery and project costs.	Changes as a result of updated highway standards, new regulatory requirements, or issues identified in the field may impact scope, schedule, and costs substantially.	OCTA will work closely with project partners and project contractors to limit changes in scope and schedules.
6	Increase Southern California Regional Rail Authority (Metrolink) train service as an alternative to driving within the limits of available revenue.	COVID-19 has altered travel behavior, which affects ridership and revenue. Operational cost of Metrolink service continues to grow as the system ages, track-sharing arrangements with BNSF Railway Company (BNSF) are revised, and new air quality requirements are implemented.	External funding (one-time federal funds through the Coronavirus Aid, Relief and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act, and Infrastructure Investment and Jobs Act) has helped alleviate some near-term financial concerns. OCTA will continue to work closely with Metrolink and member agencies to ensure cost increases are minimized, while continuing to seek external revenue.
Resource			
7	Substantial work underway in the region has resulted in significant demand for professional and skilled labor which may impact delivery given the volume of the M2 capital program.	The fall 2022 update of the Next 10 Plan Market Conditions Forecast and Risk Analysis reflects a steep decrease in unemployment rates. If shortages continue, project delivery costs could rise, but if additional labor resources are available, it may temper costs and reduce delivery risk.	OCTA will monitor resources for professional and skilled labor needed for project delivery. Expert and timely coordination between OCTA and project partners is imperative to manage this risk.
8	New operational responsibilities with the OC Streetcar.	With the implementation of the OC Streetcar service, OCTA will be increasing its overall role in operations.	To ensure the success of the OC Streetcar, OCTA hired a streetcar operations manager with proven start-up experience to oversee start-up and daily operations. A contractor with extensive experience in operations of rail systems was selected to handle the startup and revenue operation phases.



MEASURE M2 PROGRESS REPORT

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

NEXT 10 DELIVERY PLAN

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

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

On November 14, 2022, the Board adopted the 2022 updated Next 10 Plan, which covers fiscal year (FY) 2022-23 through FY 2031-32. The update incorporated the \$15 billion sales tax revenue forecast, revised project estimate and schedules, as well as the fall market conditions forecast and risk analysis. As a result of OCTA's strategic planning to date, the 2022 Next 10 Plan continues to demonstrate that the Plan remains deliverable.



MEASURE M2 PROGRESS REPORT

Next 10 Plan Deliverables

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

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

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

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

The four remaining projects (of the 30 total) are environmentally cleared or on track to be environmentally cleared by 2032, making them shelf-ready for further advancement. The remaining projects include Project D (I-5, El Toro Road Interchange), Project G (SR-57 northbound from Lambert Road to Tonner Canyon Road), Project J (SR-91 between SR-241 and I-15), and Project L (I-405 between I-5 and SR-55). These projects will continue to be reevaluated for earlier delivery as part of the annual Next 10 Plan review. For more details, see [pages i-ii](#) (Project Schedules) and the project updates contained in their respective sections.

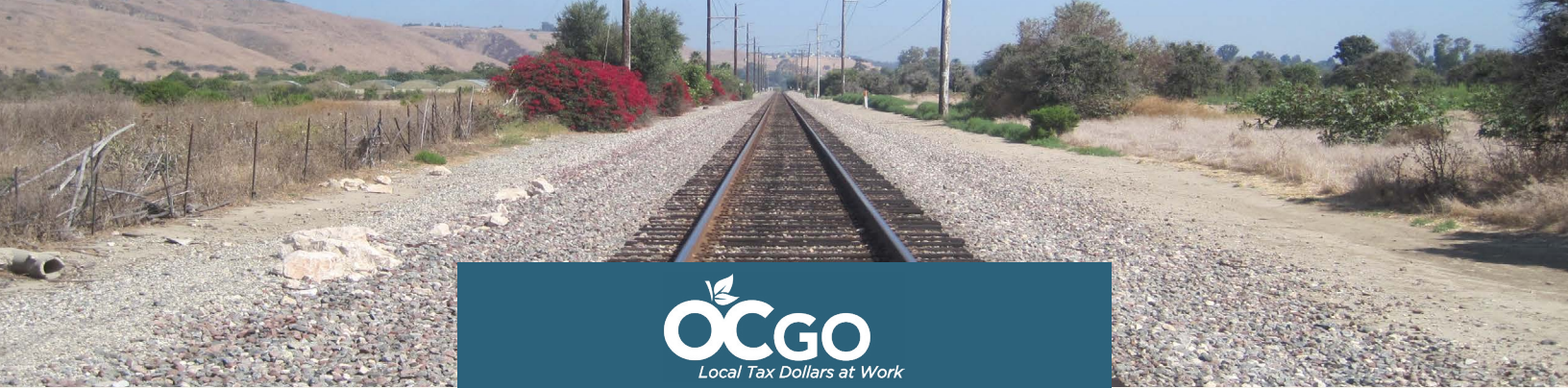
3. Provide annual competitive funding opportunities for local jurisdictions to address bottlenecks and gaps in the street system (Project O), synchronize signals (Project P), and continue flexible funding to local jurisdictions to support pavement rehabilitation or other transportation needs as appropriate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

As of March 2023, OCTA has awarded approximately \$487.9 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual call for projects (call). Additionally, more than \$636.2 million in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

On August 8, 2022, the Board authorized the 13th call providing up to \$45 million for Project O and Project P in available M2 funds to support local streets and roads improvement projects throughout Orange County. Applications were received on October 20, 2022. Based upon project selection criteria as specified in the Comprehensive Transportation Funding Programs (CTFP) guidelines, projects will be prioritized for Board consideration in April 2023. For more details, see the project updates on [page 21](#).

Upcoming activities:

- Project O and P - Programming recommendations for the 13th call



MEASURE M2 PROGRESS REPORT

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

Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, a 17 percent reduction from the 54 weekday trains operated prior to COVID-19. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County. For more details, see project updates on [page 26](#).

Within this program, funding is provided for rail corridor and station improvements to accommodate increased passenger train service including station upgrades, parking expansions, and safety enhancements, such as the Anaheim Canyon Metrolink Station Improvement Project, which began construction in May 2021 and was completed in January 2023. For more details, see project updates on [page 27](#).

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente. Emergency repairs were taken between late 2021 and early 2022. However, recent higher tidal events coupled with the movement of an ancient slide have continued to impact the stability of the track, leading to a suspension of passenger rail service in the area. OCTA is collaborating with Metrolink to perform emergency repairs. OCTA obtained a design-builder through the Board-approved emergency resolution to design and construct a ground anchor system to arrest the landslide movement to ensure the stability of the tracks in this area. Future updates to the Next 10 Plan will need to consider the financial implications of the long-term track improvement needs. For more details, see the project updates on [page 28](#).

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).

OC Streetcar

The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center (SARTC) through Downtown Santa Ana and the Civic Center to Harbor Boulevard in the City of Garden Grove. Activities this quarter include continued construction of the maintenance and storage facility (MSF) and installation of embedded track on Santa Ana Boulevard. In addition, all eight vehicles are in the final stages of manufacturing. For more details, see the project updates on [page 30](#).

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

Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, more than \$115.3 million¹ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior



MEASURE M2 PROGRESS REPORT

transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health-related trips at a low cost to the rider than would otherwise be available. For more details, see the program updates on [page 32](#).

¹ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation services. All withheld funds will be released with the next bimonthly disbursement.

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

Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. OCTA receives ridership reports from local agencies on a regular basis to monitor the success of awarded services against performance measures adopted by the Board.

Staff continues to work with local agencies through letters of interest requests, workshops, CTFP guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation. For more details, see the program updates on [page 34](#).

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

Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide improvements such as the installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. For more details, see the program updates on [page 35](#).

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

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



MEASURE M2 PROGRESS REPORT

OCTA is responsible for conserving and protecting the native habitat and wildlife species on the Preserves. However, beginning in 2020, trail cuts were discovered at the OCTA-owned Pacific Horizon (in the City of Laguna Beach) and Silverado Chaparral (in Silverado Canyon) Preserves. In addition to the newly cut trails, OCTA discovered severed fence lines and damage to native vegetation on the Preserves. These were all associated with work on the power lines by Southern California Edison (SCE). The utility did not seek OCTA's permission prior to getting onto OCTA properties for creating new trails or damaging the fence lines or vegetation. While OCTA recognizes SCE's obligation under state law, OCTA seeks to ensure that the Preserves are not damaged during SCE's performance of its maintenance activities. OCTA and SCE are working towards an agreement to ensure that necessary SCE powerline maintenance activities can occur while also protecting OCTA's investment in the Preserves.

To protect the Preserves in perpetuity, a non-wasting endowment was established. OCTA makes annual deposits of approximately \$2.9 million. As of March 31, 2023, the balance of the endowment was \$23,112,620. While the performance of the endowment fund will affect the timeframe for full funding, current projections indicate that OCTA is still on track to meet the target of \$46.2 million in FY 2027-28. For more details, see the program updates on [page 36](#).

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

In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since 2011, the Board has awarded over \$33 million in funding for 212 Tier 1 projects through 11 calls and \$27.9 million for 22 Tier 2 projects through two calls.

On February 13, 2023, the Board authorized the 13th Tier 1 call, providing up to \$3 million in available M2 funds to support projects that protect beaches and waterways throughout Orange County. Applications are due on April 27, 2023, with programming recommendations anticipated in summer 2023. Staff continues to analyze revenues for future calls and anticipates a Tier 2 call in late 2023. For more details, see the program updates on [page 36](#).

Upcoming activities:

- Project X – Programming recommendations for 13th Tier 1 call

FREWAYS

PROJECT A

INTERSTATE 5 (I-5) PROJECTS

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

Status: Project Complete

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

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



PROJECT B

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

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

Status: Design Phase Underway – 50 Percent Complete

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

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between I-405 and Yale Avenue, improve interchanges, and replace and add new auxiliary lanes in the City of Irvine. The design of this project was initiated on October 22, 2021. This quarter, the design team continued work on the 65 percent design package and continued surveying and geotechnical activities. In addition, draft utility plans and the utility management matrix continue to be updated to identify existing utilities and potential utility relocations. Coordination regarding the locations of soundwalls, overhead signage, drainage, storm water quality features, staging, and landscaping is ongoing. ROW engineering activities have also been initiated.

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

Status: Design Phase Underway – 75 Percent Complete

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

Summary: This project will add an additional general purpose lane (approximately 4.5 miles) in both directions of I-5 between Yale Avenue and SR-55, improve interchanges, and replace and add new auxiliary lanes in the cities of Irvine and Tustin. The design of this project was initiated on May 6, 2021. This quarter, the design team continued to address 65 percent design comments from Caltrans and develop the 95 percent design package. Coordination relating to the locations and heights of soundwalls, overhead



FREWAYS

signage, landscaping, staging, and drainage is ongoing. In addition, the design consultant continued coordination with Orange County Flood Control District (OCFCD) and Caltrans Safety Review Committee. Due to potential schedule delays during the ROW phase, this project is marked as a cost/schedule risk in the Capital Action Plan (CAP).

PROJECT C AND PART OF PROJECT D

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

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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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





FREEWAYS

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

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

Status: Construction Underway – 73 Percent Complete

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

Summary: This project will add a general purpose lane (approximately 2.2 miles) in both directions of I-5 between Avery Parkway and Oso Parkway and reconstruct the Avery Parkway Interchange (part of Project D) in the cities of Laguna Hills, Laguna Niguel, and Mission Viejo. The construction contract was awarded on December 19, 2019, and construction began on January 15, 2020. This quarter, the contractor constructed abutments and columns for the third and final stage of the Avery Parkway undercrossing bridge. The contractor continued to construct drainage systems, retaining walls in both directions, and guardrail systems throughout the project. The contractor also installed temporary shoring and continued coordination to permanently relocate San Diego Gas and Electric transmission facilities at one of the retaining walls.

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

Status: Construction Underway – 84 Percent Complete

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

Summary: This project will add a general purpose lane (approximately 2.6 miles) in both directions along I-5 between Oso Parkway and Alicia Parkway and reconstruct the La Paz Road Interchange (part of Project D) in the cities of Laguna Hills and Mission Viejo. The construction contract was awarded on March 5, 2019, and construction began on April 4, 2019. This quarter, the contractor completed bridge work for stage two of the La Paz Road undercrossing bridge, ahead of the planned traffic switch in May 2023. The contractor also installed drainage and median work and continued construction of several retaining walls in both directions of the I-5, and continued placing surface finish on both northbound and southbound widenings of the bridge over Oso Creek. Staff continued coordination of the service contract with Metrolink.

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

Status: Construction Underway – 58 Percent Complete

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

Summary: This project will add a general purpose lane in the southbound direction (approximately 1.7 miles) and extend the second HOV lane (approximately one mile) in both directions along I-5 between Alicia Parkway to El Toro Road in the cities of Laguna Hills, Laguna Woods, Lake Forest, and Mission Viejo. The construction contract was awarded on September 23, 2020, and construction began on October 13, 2020. This quarter, the contractor poured bridge decks for the widening over El Toro Road, completed construction of several retaining walls, and continued work on stage one of the Los Alisos Boulevard overcrossing. Staff also continued coordination with SCE for the relocation of existing facilities and with Caltrans on ROW and utility relocations.

FREWAYS

PROJECT D

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

Segment: I-5, Ortega Highway Interchange

Status: PROJECT COMPLETE

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

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



Segment: I-5, El Toro Road Interchange

Status: Environmental Phase in Review

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

Summary: Caltrans is the lead for the environmental phase of this project. The project area includes the cities of Laguna Hills, Laguna Woods, and Lake Forest, which are direct stakeholders of the project improvements. The study began in April 2017 and the draft Initial Study/Environmental Assessment was completed in March 2019. The three stakeholder cities were not in consensus on a preferred alternative, and costs identified for the remaining alternatives were significantly higher than the assumed cost in the Next 10 Plan, which created additional challenges. The environmental phase was anticipated to be completed in late 2019; however, without the cities' consensus, OCTA does not support the finalization of the document. OCTA requested Caltrans put completion of the ED on hold until a consultant, retained by OCTA, provides a further assessment of the alternatives to help facilitate reaching an agreement. The three cities reached a consensus to add two new alternatives from the assessment in addition to the two alternatives previously developed as part of the draft ED into the environmental process. On August 8, 2022, the Board approved an amendment to the cooperative agreement with Caltrans to reinitiate the environmental phase incorporating feedback from the cities on the proposed alternatives. This quarter, the project team re-initiated the environmental phase studies and met with the cities to ensure continued coordination in advance of presentations to the OCTA Board, cities, and for the public scoping meetings, which are all tentatively scheduled for early summer 2023. Due to the dependency on acquiring consensus from all three cities, this project is marked as a cost/schedule risk in the CAP.



FREWAYS

PROJECT E

STATE ROUTE 22 (SR-22) PROJECTS

Segment: SR-22 Access Improvements
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



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

PROJECT F

STATE ROUTE 55 (SR-55) PROJECTS

Segment: SR-55, I-405 to I-5
Status: Construction Underway – Nine Percent Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

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

Segment: SR-55, I-5 to SR-91
Status: Design Phase Underway – Ten Percent Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

Summary: This project studied the addition of a general purpose lane (approximately 2.0 miles) in both directions between I-5 and SR-22 and operational improvements between SR-22 and SR-91 in the cities of Anaheim, Orange, Santa Ana, and Tustin. The project limits span approximately 7.5 miles. The final ED and PR were approved on March 30, 2020. The design of this project was initiated on August 8, 2022. This quarter, the design team continued to work on obtaining permits, performed field survey and worked on geometric design.



FREWAYS

PROJECT G

STATE ROUTE 57 (SR-57) PROJECTS

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

Status: Design Phase Underway – 25 Percent Complete

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

Summary: This project studied the addition of a new northbound general purpose lane (approximately one mile) on SR-57 from Orangewood Avenue to Katella Avenue in the cities of Anaheim and Orange. The new northbound general purpose lane will join the completed Project G segments between Katella Avenue and Lambert Road, which opened to traffic in 2014. The final ED and PR were approved on March 29, 2019. The design of this project was initiated on March 28, 2022. This quarter, the design team received and worked on addressing comments on the 35 percent design package. In addition, staff continued coordination with Caltrans, the cities of Anaheim and Orange, OCFCD, and Metrolink. Meetings with the California High Speed Rail Authority and the California Public Utilities Commission were also held to coordinate design progress.

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

Status: PROJECT COMPLETE

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

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



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

Status: PROJECT COMPLETE

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

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





FREEWAYS

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

Status: PROJECT COMPLETE

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



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

Segment: SR-57 Northbound, Lambert Road to Tonner Canyon Road

Status: Consultant selected to prepare the Project Study Report-Project Development Support (PSR-PDS) document

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

Summary: Caltrans previously completed a PSR-PDS document in 2001 to add a northbound truck-climbing lane (approximately 2.5 miles) from Lambert Road to Tonner Canyon Road in the City of Brea. This project requires coordination with Los Angeles County Metropolitan Transportation Authority (LA Metro) on planned improvements or related work across the Orange County/Los Angeles County Line. The mainline project includes interchange and ramp improvements at Lambert Road. Through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program, funds were allocated to initiate the construction phase for interchange improvements at Lambert Road, which will complement and serve as a first phase to the freeway improvement project. Construction began in mid-2019. Completion of the interchange is on hold due to repairs needed on the Lambert Road bridge. The project is on hold Phase two, which is the mainline improvement, was initially approved for State Transportation Investment Program (STIP) funding in March 2018 to initiate the environmental phase. However, due to the 2019 STIP reduction, funding was shifted to cover projects already underway. On July 11, 2022, the Board approved a consultant to prepare a new PSR-PDS document due to the changing conditions on SR-57. The consultant is anticipated to begin preparations of the PSR-PDS document in summer 2023. To ensure coordination with other projects planned for construction and to avoid unreasonable impacts to the public, this project is currently scheduled to be constructed beyond the Next 10 Plan timeframe.



FREWAYS

PROJECT H

STATE ROUTE 91 (SR-91) PROJECTS

Segment: SR-91 Westbound, I-5 to SR-57
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



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

PROJECT I

Segment: SR-91, SR-55 to Tustin Avenue Interchange
Status: PROJECT COMPLETE
Contact: Rose Casey, Capital Projects • (714) 560-5729



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

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

Segment: SR-91, SR-55 to Lakeview Avenue
Status: Design Phase Underway - 93 Percent Complete
Contact: Rose Casey, Capital Projects • (714) 560-5729

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

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of this project was initiated on March 30, 2020. This quarter, the design team submitted the 100 percent design package to Caltrans for review. In addition, OCTA continued the ROW acquisition process.

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

Status: Design Phase Underway - 66 Percent Complete

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

Summary: This project will provide an additional eastbound general purpose lane (approximately 2.7 miles), replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. With the proposed improvements, the existing Kraemer Boulevard and Tustin Avenue overcrossing bridges are anticipated to be replaced with new bridges and the Santa Ana River bridge will be widened. The design of this project was initiated on June 17, 2020. This quarter, the design team continued to address comments on the 65 percent design package and submitted ROW documents for the properties with ROW needs defined.

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

Status: Design Phase Underway - 80 Percent Complete

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

Summary: This project will provide westbound operational improvements (approximately 1.7 miles) by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to the westbound SR-91 connector, extending the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange, tying into the existing westbound SR-91 auxiliary lane west of State College Boulevard, and reconfiguring the westbound SR-91 to SR-57 connector to provide dedicated exits to SR-57. With the proposed improvements, the existing La Palma Avenue overcrossing bridge will be replaced with a new bridge. The design of this project was initiated on November 30, 2020. This quarter, the design team submitted the last of three 95 percent structures design and the 95 percent roadway design packages to Caltrans for review.

PROJECT J



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

Status: PROJECT COMPLETE

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

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



FREWAYS

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

Status: PROJECT COMPLETE

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

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



Segment: SR-91, SR-241 to I-15

Status: Riverside County Transportation Center's (RCTC) Design-Build – Initial Phase Complete on March 20, 2017; Alternatives Analysis Completed

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

Summary: This project plans to add a general purpose lane on SR-91 between SR-241 and I-15. Since the SR-91 corridor is one of the busiest in the region, implementation of this project requires coordinating and constructing the improvements in multiple segments and to capitalize on available funding. Freeway improvements that cross county lines require close coordination to maintain seamless travel. While the portion of this project between SR-241 and the Orange County/Riverside County Line is part of OCTA's M2 Project J, the matching segment between the county line and SR-71 is part of RCTC's Measure A. The sixth lane addition requires joint implementation to ensure smooth delivery of the project. With significant SR-91 freeway improvements taking place as a result of both counties' sales tax measures, the construction timing of the additional general purpose lane between SR-241 and SR-71 was anticipated to take place post-2035. However, RCTC requested OCTA's support to accelerate a portion of the ultimate project in the westbound direction (in Orange County) to address a bottleneck issue affecting the City of Corona. With OCTA's support, RCTC developed the 91 Westbound Corridor Operation Project, which began construction in late 2020 and was completed in January 2022.

In addition, OCTA and RCTC conducted a feasibility study to determine how best to implement the sixth general purpose lane while minimizing environmental and construction impacts in the eastbound direction between SR-241 and SR-71. In May 2020, the consultant team initiated efforts for the geometric and design alternatives analysis. The final alternatives analysis report was completed in April 2022. RCTC will lead the effort to proceed with the environmental phase of the project, to be referred to as the 91 Eastbound Corridor Operation Project. These efforts are anticipated to begin by late 2023.

FREWAYS

PROJECT K

INTERSTATE 405 (I-405) PROJECTS

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

Status: Design-Build Underway - 92 Percent Complete

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

Summary: OCTA and Caltrans are working together to widen I-405 by adding a general purpose lane (approximately 14 miles) between Euclid Street and I-605 in both directions and a second HOV lane in both directions that will combine with the existing HOV lane to provide dual express lanes in each direction of I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.² The project limits span approximately 16 miles. Additional improvements include reconstruction of local interchanges and making improvements to freeway entrances and exits along the corridor from SR-73 to I-605 through the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Seal Beach, and Westminster. The final ED and PR were approved on June 15, 2015. Construction activities began on January 31, 2017.

During the quarter, work continued on ROW acquisition, utility coordination, public outreach, installation of drainage systems, retaining walls, paving, and bridge construction. Design is substantially complete with the review of various design refinements and construction submittals ongoing. OCTA's toll lanes system integrator is under contract and working with OCTA and the design-builder. Construction on one-stage bridges (closed during construction) continued at Newland Street, Ward Street, and Warner Avenue. Two-stage bridges (partially closed but allows throughway traffic during construction) at Bolsa Avenue, Brookhurst Street, and Goldenwest Street are also underway. In total, 18 bridges will be replaced, of which 11 have been completed and opened to date. The remaining seven are in various stages of construction. In addition to one- and two-stage bridges, construction to widen the existing freeway bridges on the Beach Boulevard/Bolsa Avenue railroad crossing, old Navy railroad crossing, and at the Harbor Boulevard and Santa Ana River bridges is ongoing. Construction of the new SR-73/I-405 connector bridge is also underway. Public outreach, through virtual neighborhood meetings, continues to be held to discuss construction activities. Substantial completion of the project is anticipated in late 2023.

² The general purpose lane portion of the project is an M2 project and will be funded by a combination of local, state, and federal funds. The express lanes portion of the project is financed and paid for by those who choose to pay a toll and use the 405 Express Lanes.



FREEWAYS

PROJECT L

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

Status: Environmental Phase Complete

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

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

PROJECT M

INTERSTATE 605 (I-605) PROJECTS

Segment: I-605, Katella Avenue Interchange Improvements

Status: Design Phase Underway - 95 Percent Complete

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

Summary: This project will make enhancements at the on- and off-ramps and operational improvements on Katella Avenue at the I-605 Interchange in the City of Los Alamitos. In addition, pedestrian and bicycle improvements will incorporate complete streets components, including enhanced safety for all modes of travel. The final ED and PR were approved on October 3, 2018. The design of this project was initiated on December 28, 2020. This quarter, the design team submitted the 100 percent roadway and structures design package and addressed subsequent comments. The design team also submitted a revised supplemental design standard decision document, continued coordination with the counties of Orange and Los Angeles on encroachment permit requirements for work near regional drainage facilities, updated the utility management matrix, revised technical environmental documentation, and completed appraisal maps and other ROW deliverables.



PROJECT N

FREEWAY SERVICE PATROL

Status: Service Ongoing

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

Summary: Freeway Service Patrol (FSP) provides assistance to motorists whose vehicles have become disabled along Orange County freeways and removes congestion-causing debris from traffic lanes to reduce freeway congestion and collisions. In June 2012, M2 began supporting FSP with local funds to maintain existing service levels and expand services through 2041. During the quarter, FSP provided 14,503 services.³ Since June 2012, FSP has provided a total of 724,107 services³ on the Orange County freeway system.

³ Service calculations are based on all services provided as FSP is funded by M2 and external sources.



STREETS AND ROADS

PROJECT O

REGIONAL CAPACITY PROGRAM

Status: 13th Call Applications Under Review

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

Summary: This program, in combination with required local matching funds, provides funding for improvements on Orange County's Master Plan of Arterial Highways. Since 2011, through 12 calls, the Board has awarded 173 projects (211 project phases) totaling nearly \$354 million, including \$24 million in external funding. This includes the Board-approved escalation rate adjustments on February 13, 2023, due to recent extraordinary inflationary pressures. To date, 142 project phases have been completed, 49 are in various stages of implementation, and 20 have been cancelled by the awarded local jurisdictions. On August 8, 2022, the Board approved the release of the 13th call. Applications were received on October 20, 2022. Programming recommendations are anticipated to be presented to the Board in spring 2023.

OC Bridges Railroad Program

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

Segment: Kraemer Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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



Segment: Lakeview Avenue Grade Separation

Status: PROJECT COMPLETE

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

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





STREETS AND ROADS

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

Segment: Orangethorpe Avenue Grade Separation

Status: PROJECT COMPLETE

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

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



Segment: Placentia Avenue Grade Separation

Status: PROJECT COMPLETE

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

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



Segment: Raymond Avenue Grade Separation

Status: PROJECT COMPLETE

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

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





STREETS AND ROADS

Segment: State College Boulevard Grade Separation

Status: PROJECT COMPLETE

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

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



Segment: Tustin Avenue/Rose Drive Grade Separation

Status: PROJECT COMPLETE

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

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



PROJECT P

REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM

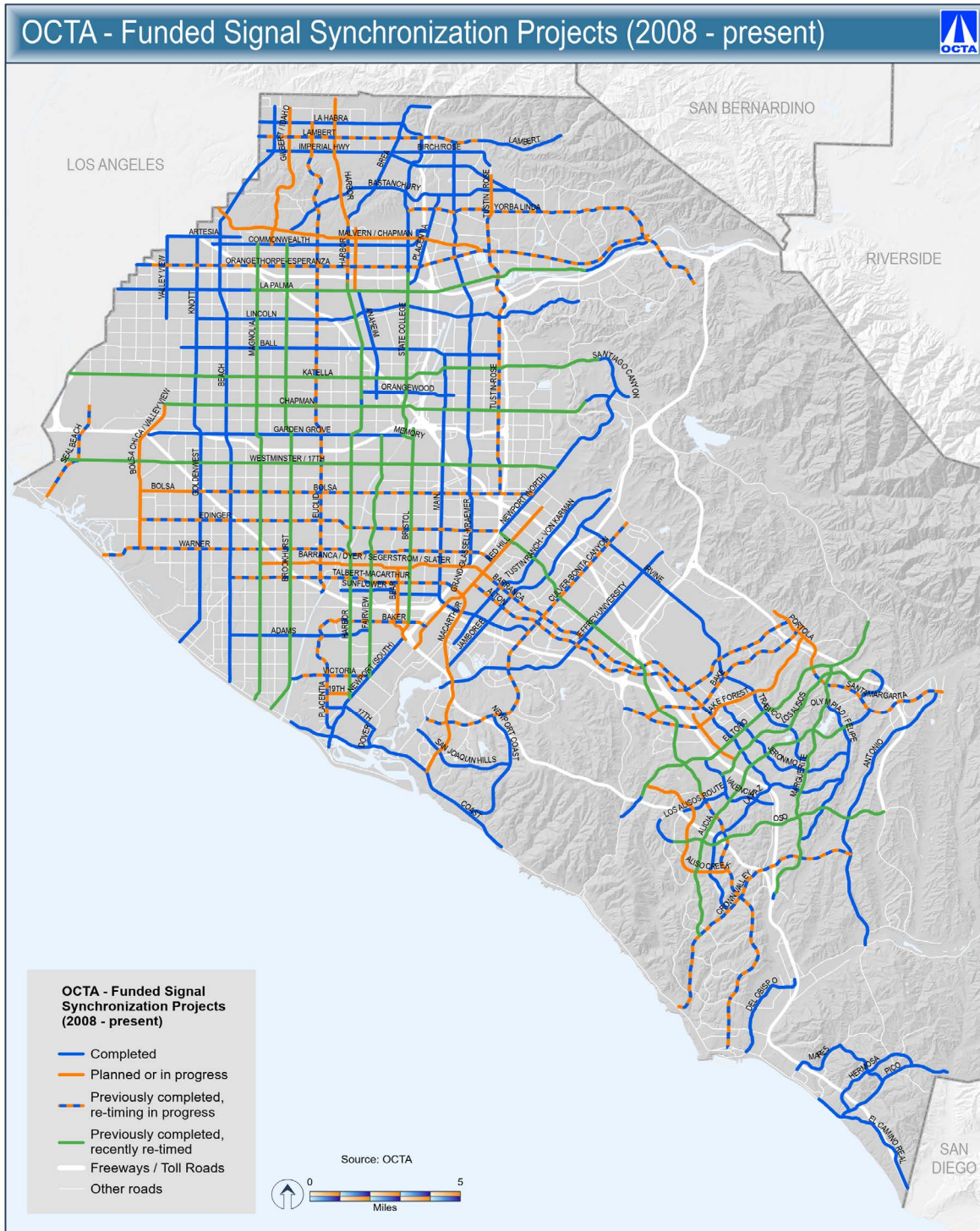
Status: 13th Call Applications Under Review

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

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

To date, OCTA and local agencies have synchronized more than 3,445 intersections over more than 886 miles of streets (98 completed projects). Through 12 calls, 109 projects⁴ totaling more than \$133.7 million have been awarded. This includes the Board-approved escalation rate adjustments on February 13, 2023, due to recent extraordinary inflationary pressures. Overall, OCTA has funded 128 projects⁴ totaling more than \$158.6 million, including \$30.5 million in leveraged external funding. On August 8, 2022, the Board approved the release of the 13th call. Applications were received on October 20, 2022. Programming recommendations are anticipated to be presented to the Board in spring 2023.

STREETS AND ROADS



9/20/2022



STREETS AND ROADS

PROJECT Q

LOCAL FAIR SHARE

Status: Ongoing

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

Summary: To help cities and the County of Orange keep up with the rising cost of repairing the aging street system, this program provides flexible funding intended to augment, not replace, existing transportation expenditures by the cities and the County. Annually, all local jurisdictions are reviewed to determine eligibility to receive M2 funds. All local jurisdictions have been found eligible to receive LFS funds. On a bimonthly basis, 18 percent of net revenues are allocated by formula. Since 2011, more than \$636.2 million in LFS payments have been provided to local jurisdictions.

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



PROJECT R

HIGH FREQUENCY METROLINK SERVICE

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

Project: Metrolink Grade Crossing Improvements

Status: PROJECT COMPLETE

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

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



Project: Metrolink Service Expansion Program

Status: PROJECT COMPLETE

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

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



In October 2019, several intracounty trains were extended to Los Angeles County to increase ridership through a redeployment of the trains without significantly impacting operating costs. Due to the COVID-19 pandemic, Metrolink implemented temporary service reductions. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. The three lines serving Orange County currently operate 45 weekday trains, 17 percent less service compared to the 54 weekday trains prior to COVID-19 related service reductions. During the quarter, ridership recovery continued to trend positively yet below expectations. Total boardings on the three lines serving Orange County are approximately 61 percent lower compared to the same quarter of FY 2018-19 (used as a pre-pandemic data set). Metrolink ridership has struggled to meet projections, thereby reducing farebox recovery. To exacerbate this shortfall, operating costs have increased. Consequently, Metrolink has postponed the full service restoration that was previously scheduled for implementation in October 2022 in order to manage costs while also working on campaigns to attract more riders. However, many variables affect ridership



TRANSIT

recovery, such as prevalence of flexible remote work policies. Without changes in service levels, ridership growth, and operations and rehabilitation costs or availability of external funds, the current service cannot be sustained beyond FY 2035-36. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the corresponding financial impacts to M2.

Rail Corridor and Station Improvements

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

Project: Anaheim Canyon Metrolink Station Improvements

Status: PROJECT COMPLETE

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

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

Project: Fullerton Transportation Center Improvements

Status: PROJECT COMPLETE

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

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



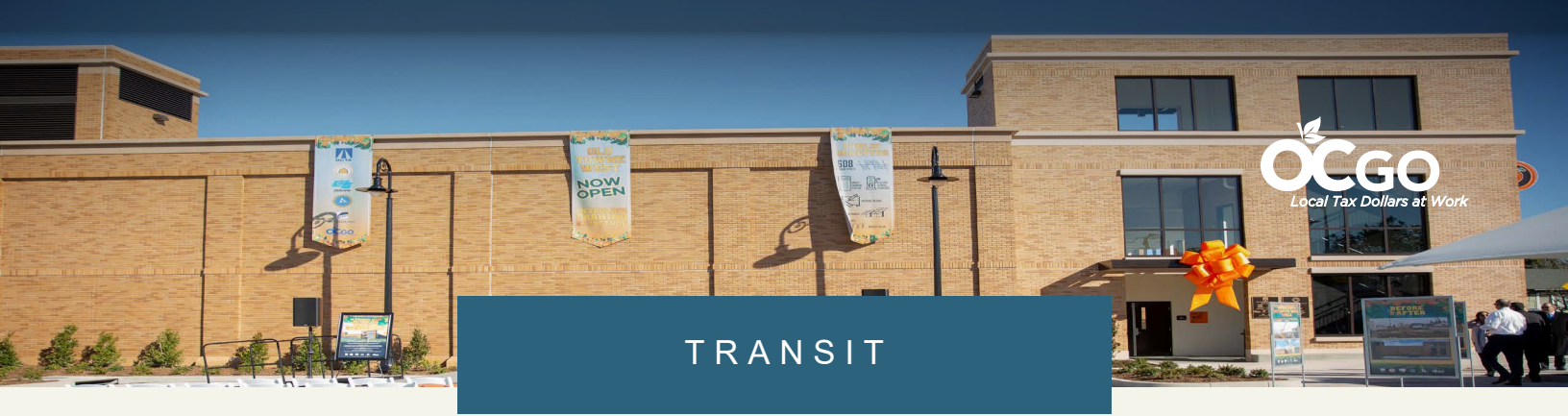
Project: Laguna Niguel/Mission Viejo Metrolink Station Americans with Disabilities Act (ADA) Ramps

Status: PROJECT COMPLETE

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

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





Project: Orange Transportation Center Metrolink Parking Structure

Status: PROJECT COMPLETE

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

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



Project: New Placentia Metrolink Station and Parking Structure

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

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

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

Project: San Clemente Pier Station Lighting

Status: PROJECT COMPLETE

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

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



Additional Rail Corridor Improvements

In September 2021, a failing slope severely degraded the railroad track structure in the City of San Clemente. Emergency repair efforts were taken between late 2021 and early 2022. However, recent higher tidal events have continued to impact the stability of the track, leading to a suspension of rail service. The Board adopted a resolution in October 2022 to authorize OCTA to take all necessary actions to address the emergency need for railroad track stabilization. Emergency work to stabilize the railroad track is underway and anticipated to be complete in early 2023. The repairs during this phase of the work are funded from the commuter rail fund and some state emergency funds. Future updates to the Next 10 Plan will need to consider the financial implications of the additional long-term track improvement needs.



TRANSIT

Completed:

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

Underway:

- Design of additional slope stabilization and drainage improvements in Mission Viejo and Laguna Niguel
- Emergency track stabilization in the City of San Clemente

Project: Sand Canyon Grade Separation

Status: PROJECT COMPLETE

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

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



Project: Tustin Metrolink Station Parking Structure

Status: PROJECT COMPLETE

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

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





TRANSIT

Project: Laguna Niguel to San Juan Capistrano Passing Siding Project

Status: PROJECT COMPLETE

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

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



PROJECT S

TRANSIT EXTENSIONS TO METROLINK

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

Project: OC Streetcar

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

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

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

Construction

Track installation continued on eastbound Santa Ana Boulevard between Santiago Street and Minter Street, and westbound Santiago Street to Poinsettia Street. Overall, approximately 85 percent of the embedded track has been installed throughout the alignment. In addition, track installation in the maintenance facility yard continues. Shims are being installed to finalize the track profile on the Santa Ana River and Westminster Bridges.

In the Pacific Electric ROW portion of the alignment, fence installation is ongoing. At the maintenance and storage facility (MSF), key activities near completion include installation of exterior walls, conduit and piping, roofing material and skylights, girder painting, and shop tracks. Ongoing installation of heating, ventilation, and air conditioning, and yard track and parking lot paving continue. Construction on the MSF for vehicle storage is anticipated to be substantially completed by fall 2023.



Other ongoing construction activities include preparation of various street intersections and placement of new traffic signal poles, service connections for the four traction power substations, placement of remaining overhead catenary system (OCS) poles, placement of OCS hardware, and station platform canopies.

Vehicle

The vehicle manufacturer continues production of eight S700 streetcar vehicles. Currently, Car 1 is awaiting final inspection and First Article Inspection (FAI) closeout. The FAI for Car 1, conducted in May 2022, had open items for reinspection that were conducted in mid-September 2022. Most of the open items were signed off at this reinspection, with the remaining items to be closed in April 2023. Cars 2 through 7 are in the final stages of manufacturing with installation of the last remaining vehicle components. Car 8 is in final assembly and preparations are underway to commence static and dynamic testing in the second quarter of 2023.

Operations

The O&M general manager continued preparation of procedures and documentation in compliance with all applicable FTA and California Public Utilities Commission requirements. During the reporting period, staff coordinated with the O&M contractor on the timing for the execution of the full notice to proceed. Pending final coordination, staff is anticipated to return to the Board in April 2023 to update the costs and extend the limited NTP.

On February 14, 2023, an Invitation for Bid was released for a Hi-Rail Bucket Truck to be used for operations and maintenance of the streetcar system. Bids were received on March 6, 2023. Recommendations for award are anticipated to be presented to the Board in April 2023.

Cost and Schedule

In September 2022, staff conducted a project risk assessment consistent with achieving 70 percent construction completion. Results of the risk analysis, including an update to the project cost, and schedule are anticipated to be presented to the Board in April 2023.

Project: Bus and Station Van Extension Projects

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

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

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



TRANSIT

PROJECT T

METROLINK GATEWAYS

Project: Anaheim Regional Transportation Intermodal Center

Status: PROJECT COMPLETE

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



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

PROJECT U

EXPAND MOBILITY CHOICES FOR SENIORS AND PERSONS WITH DISABILITIES

Project U expands mobility choices for seniors and persons with disabilities, and includes the SMP, the SNEMT Program, and the Fare Stabilization Program. Since inception, more than \$115.3 million^{5,6} in Project U funding has been provided under M2.

⁵ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

⁶ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation service. All withheld funds will be released with the next bimonthly disbursement.

Project: Senior Mobility Program

Status: Ongoing

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

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



TRANSIT

Since inception, more than \$33 million⁷ has been provided to support more than 2.7 million boardings for seniors traveling to medical appointments, nutrition programs, shopping destinations, and senior and community center activities. This quarter, more than \$1.3 million^{7,8} was paid out to 31 of the 32 participating cities that are currently active. One city has temporarily suspended services due to the COVID-19 pandemic.

⁷ Only includes disbursed funds. On October 12, 2020, the Board approved a temporary exception to the SMP guidelines, which allows for OCTA to hold allocations in reserve for agencies with suspended services due to the COVID-19 pandemic. The state lifted the State of Emergency on February 28, 2023, which triggered the 30-day requirement to resume transportation service. All withheld funds will be released with the next bimonthly disbursement.

⁸ Payments are made every other month (January, March, May, July, September, and November). July payments are based on June accruals, and therefore counted as June payments. The amount totaled for one fiscal year quarter either covers one or two payments, depending on the months that fall within that quarter.

Project: Senior Non-Emergency Medical Transportation Program

Status: Ongoing

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

Summary: This program provides one percent of net M2 revenues to supplement existing countywide SNEMT services. Since inception, nearly \$35.6 million has been allocated to support more than 1.4 million SNEMT boardings⁹. This quarter, more than \$1.4 million⁸ in SNEMT funding was paid to the County of Orange.

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

Project: Fare Stabilization Program

Status: Ongoing

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

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

More than \$2.1 million⁸ in revenue was allocated this quarter to support the Fare Stabilization Program. The amount of funding utilized each quarter varies based on ridership. During the quarter, based on more than 2.2 million program-related boardings recorded on fixed-route and ACCESS services, approximately \$652,000 was utilized. The senior and disabled boardings recorded are based on pass sales and ACCESS boardings figures. Since inception, more than \$46.7 million has been allocated to support more than 139 million program-related boardings.



TRANSIT

PROJECT V

COMMUNITY-BASED TRANSIT/CIRCULATORS

Status: Service Updates

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

Summary: This program provides funding for local jurisdictions to develop local bus transit services, such as community-based circulators and shuttles, which complement regional bus and rail services to meet needs in areas not adequately served by regional transit. To date, through a competitive process, OCTA has issued four calls (June 2013, June 2016, June 2018, and April 2020), which have awarded 35 projects and ten planning studies totaling approximately \$52 million. Out of the 35 projects, 16 are currently active, 13 have been cancelled (primarily due to low ridership), three have not yet initiated service (two projects have existing grants utilizing remaining funds and one is re-determining the service area based on current ridership demand), and three have been completed.

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

OCTA receives ridership reports from local agencies on a regular basis to monitor the success of these services against performance measures adopted by the Board. Currently, most of these services are generally meeting the January 2021 modified performance metrics. The most recent Project V ridership report was presented to the Board on January 23, 2023. Lessons learned from the success of implemented services are incorporated into recommendations for future funding guidelines and programming recommendations. The next Project V ridership report is anticipated to be presented to the Board in July 2023. Staff is analyzing revenues for future calls and is currently assessing the timing of the next Project V call.



TRANSIT

PROJECT W

SAFE TRANSIT STOPS

Status: City-Initiated Improvements Underway or Completed

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

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

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

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PROJECT X

CLEAN UP HIGHWAY AND STREET RUNOFF THAT POLLUTES BEACHES

Project: Environmental Cleanup Program

Status: Released 13th Tier 1 Call

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

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

The ECP is composed of a two-tiered funding process focusing on early priorities (Tier 1), and a second program designed to prepare for more comprehensive capital investments (Tier 2). All Orange County cities plus the County of Orange have received funding under this program. To date, there have been 12 rounds of funding under the Tier 1 grants program.

A total of 212 projects, amounting to more than \$33 million, have been awarded by the Board since 2011. Of the 212 projects, construction on 177 projects have been completed, 24 are in various stages of implementation, and 11 have been cancelled by the awarded agency. The 13th call was released on February 13, 2023. Applications are due on April 27, 2023, with programming recommendations anticipated in summer 2023. Staff estimates that nearly 60 million gallons of trash have been captured as a result of the installation of Tier 1 devices since the inception of the Tier 1 Program in 2011. This is equivalent to filling nearly 138 football fields with one foot deep of trash. Over time, the volume of trash captured is expected to increase.

In addition, there have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. Of the 22 projects, construction on 17 projects have been completed and four projects have been cancelled by the awarded agency. It is estimated that Tier 2-funded projects, once fully functional, will have an annual groundwater recharge potential of approximately 157 million gallons of water from infiltration or through pumped and treated recharge facilities. The appropriate timing of the next Tier 2 call is being assessed and will be determined by funding availability as well as the number of viable projects from eligible agencies.

FREEWAY MITIGATION

Segment: Environmental Mitigation Program

Status: Biological Permits Issued and Conservation Plan in Place

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

Summary: Working in collaboration with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies), this program allocates funds to acquire land and fund



ENVIRONMENTAL

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

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

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

The fifth restoration project to achieve sign off from the Wildlife Agencies was the United States Forest Service (USFS) dam removal restoration project. The project enhanced aquatic organism passage and stream habitat in Silverado, Holy Jim, Trabuco, and Upper San Juan Creeks. Removing human-made dams in these creeks is essential to supporting native aquatic species and providing suitable habitat for potential re-establishment of extirpated species. The project was approved by the EOC and Wildlife Agencies in 2017. The restoration activities began in 2018 and were completed in 2020. USFS removed 14 dams from San Juan Creek in addition to dams and dam remnants in Trabuco and Holy Jim Creeks. The two-year post monitoring period was completed at the end of 2022.

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. The most recent Board-adopted 2022 Next 10 Plan confirms that OCTA will be able to continue endowment deposits of \$2.9 million annually. To date, OCTA has made seven endowment deposits. As of March 31, 2023, the endowment balance was \$23,112,620, which is below the target of \$23,750,112 for the third quarter of FY 2022-23. Based on the performance to date, current projections indicate that OCTA still remains on track to meet the endowment target of \$46.2 million in FY 2027-28; however, the performance of the endowment fund may affect the timeframe. The next report summarizing the status of the endowment is anticipated to be presented to the Board in June 2023.



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Staff will continue to oversee and provide endowment updates to the Board, Finance and Administration (F&A) Committee and the Environmental Oversight Committee (EOC) on a regular basis. Resource management plans (RMP) for the Preserves were finalized in 2018. These RMPs guide the management of the Preserves as outlined within the Conservation Plan. The RMPs will be reviewed and updated as necessary, approximately every five years. OCTA will begin a comprehensive review of the RMPs for any applicable updates this year. All revisions will be shared with the EOC and will be posted on OCTA's website. Staff will continue to oversee and manage the Preserves until a long-term manager(s) is established.

As required by the Conservation Plan, OCTA is developing fire management plans (FMP) for the Preserves. Each Preserve will have its own separate FMP. These FMPs will provide guidelines for decision-making at all stages, including fire prevention, pre-fire vegetation management, suppression activities, and post-fire responses that are compatible with conservation and stewardship responsibilities. All seven of the FMPs have been drafted and reviewed by the Wildlife Agencies. The FMPs were completed in early 2023. They are now pending signatures from the applicable fire entities. Once complete, they will be shared with the EOC, posted on OCTA's website and incorporated into the RMPs.

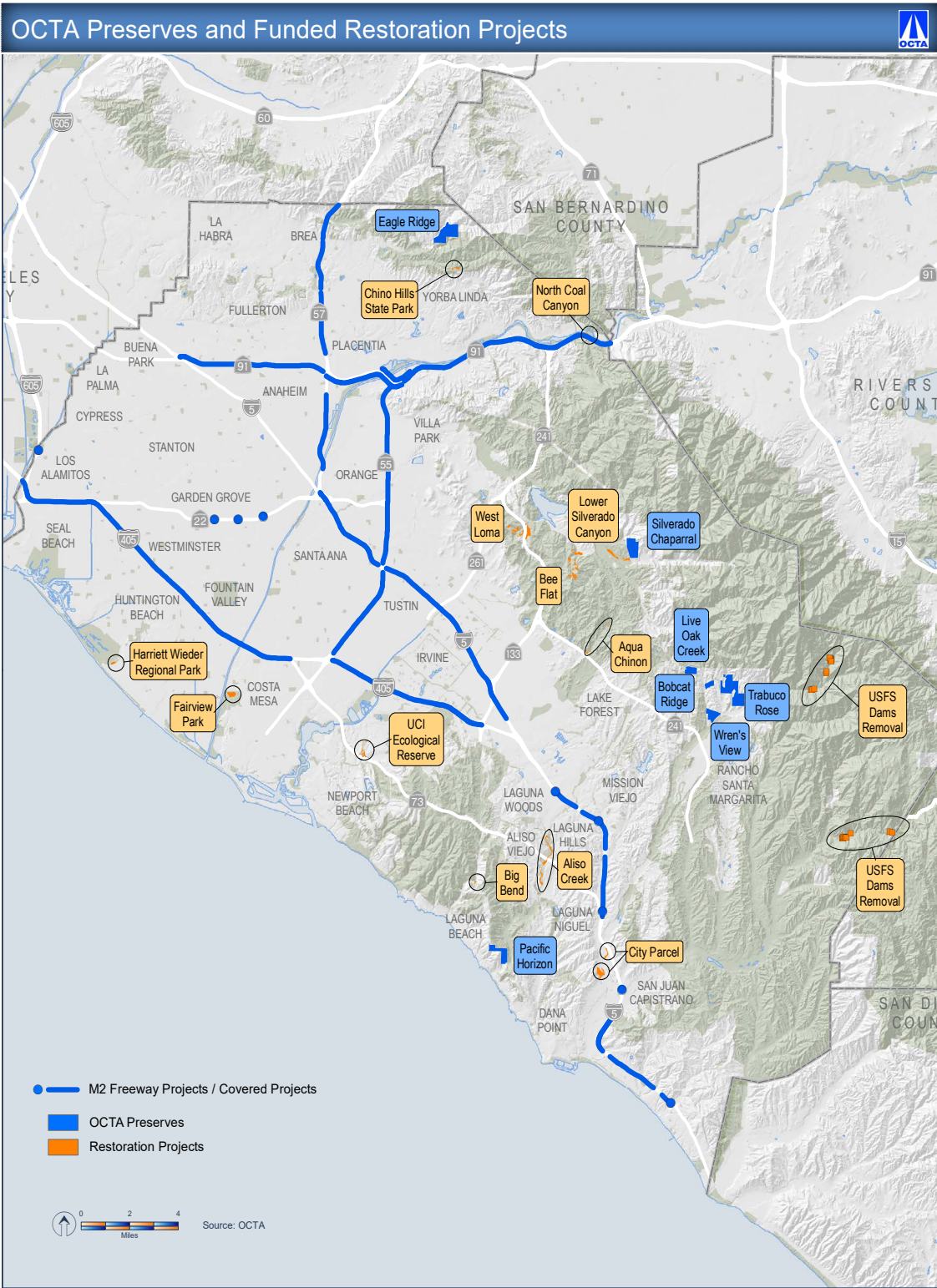
Conservation Plan reports are completed annually. These reports include the tracking of impacts associated with covered freeway improvement projects, other management and monitoring activities on Preserves, status and activities, the progress of the restoration projects, plan administration, and public outreach activities. Annual reports are reviewed and must be approved by the Wildlife Agencies. In summary, the annual reports to date document that OCTA's activities through 2021 were in compliance and on target with the Conservation Plan commitments. The 2022 annual report is in development and anticipated to be shared with the Board in June 2023. OCTA will continue with its efforts to complete the required objectives on time.

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

Docent-led hikes and equestrian ride tours are offered throughout the year at various OCTA Preserves. A docent-led hike was hosted by OCTA at the Wren's View Preserve on February 4, 2023. Due to rain and wet conditions, all other scheduled equestrian rides during the quarter were cancelled. The schedule for the remainder of 2023 is available at www.PreservingOurLegacy.org.

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

ENVIRONMENTAL





PROGRAM MANAGEMENT

PROGRAM MANAGEMENT OFFICE

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

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

Market Conditions Forecast and Risk Analysis

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

The Board directed staff to continue to work with the consultant team to monitor and track key early warning indicators and provide the Board with updates in a timeline consistent with updates on the M2 sales tax revenue forecast. The consultant team continues to analyze trends in material costs, labor costs, and general economic conditions to determine a range of potential cost impacts providing insight on OCTA’s capital program twice a year. The next update of the market conditions forecast is anticipated to be provided to OCTA in spring 2023.

Next 10 Delivery Plan

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

Annually, OCTA reviews the Next 10 Plan and M2 program assumptions based on changes to the revenue forecast and updated project cost and schedules. On November 14, 2022, the Board approved the 2022 Next 10 Plan, which spans FY 2022-23 to FY 2031-32. The 2022 Next 10 Plan incorporated the updated forecast of \$15 billion (supplemented with external revenue – Federal, State, and local dollars), updated project cost and schedules, and outlined key OC Go project and program milestones to be delivered in the next ten years. Prudent financial decisions to date result in a delivery plan that continues to fulfill OCTA’s commitment to the voters in Orange County.



PROGRAM MANAGEMENT

M2 Performance Assessment

The M2 Ordinance includes a requirement for a performance assessment to be conducted at least once every three years to evaluate OCTA's efficiency and effectiveness in the delivery of M2 as committed to the voters. Four performance assessments have been completed covering FY 2006-07 through FY 2008-09, FY 2009-10 through FY 2011-12, FY 2012-13 through FY 2014-15, and FY 2015-16 through FY 2017-18. Findings and recommendations are implemented as appropriate. The fifth assessment began in July 2021 and covers the period between July 1, 2018, and June 30, 2021. The consultant team presented the final report to the Executive Committee on April 4, 2022, and the Board on April 25, 2022. The consultant's report reflected a positive assessment of OCTA's efficiency and effectiveness in the delivery of M2 projects and programs. While there were no significant findings, four recommendations for enhancements were made: planning for the long-term management of the Preserves, two regarding cybersecurity practices, and suggestions to better assess OC Go awareness. Actions to address these recommendations are underway and are anticipated to be completed by the end of FY 2022-23.

M2 Ordinance Tracking Matrix

The M2 Ordinance includes numerous requirements that staff must follow to keep the commitment to Orange County voters through the passage of M2. The PMO annually updates the M2 Ordinance Tracking Matrix to verify that OCTA complies with all requirements detailed in the M2 Ordinance. During the quarter, staff continued efforts to update the tracking matrix for calendar year 2022. It is anticipated that the matrix will be completed in early 2023 and shared with the TOC audit subcommittee in May 2023.

PMO M2 Tracking Tools

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

Local Jurisdiction Fact Sheets

Fact sheets have been created for the County of Orange and each of Orange County's 34 cities. The city fact sheets provide data on transportation and transit projects (funded through M2, state, and federal grants) in a format that emphasizes key points concisely on a single printed page. The city fact sheets are utilized when speaking with the jurisdictions to provide a summary overview of how OCTA has provided the local agency with funding (M2 and other) and transportation improvements. The next update of the city fact sheets is anticipated in summer 2023.

Engineer's Estimate versus Bids Tracking

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

Highway project constructions bids in the region are reflecting a variable market with a high number of bidders, but recent market conditions analyses have indicated that OCTA will experience an increasing



PROGRAM MANAGEMENT

cost environment related to increased demand for construction services, lack of labor resources, and increased construction material costs. It should be noted that the engineer's estimate is based on several factors – such as bidding history and historical and current market rates (materials, labor, equipment, etc.) – and adjusted accordingly for the project's conditions. Because the estimate uses prior information, there may be a lag between an uptick or a downtick in the market. Staff will continue to track the construction market and update the spreadsheet as appropriate.

M2 Administrative Safeguards

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

Based on the original M2 revenue projections, OCTA expected to receive \$24.3 billion in M2 funds, with one percent of total revenues available to fund administrative salaries and benefits over the life of the program. As M2 revenue projections declined (currently \$15 billion or 38 percent lower) because of economic conditions, the funds available to support administrative salaries and benefits have also declined from the original expectations. While revenue has declined, the administrative effort needed to deliver M2 remains the same. Additionally, the initiation of the Early Action Plan (EAP) in 2007 required administrative functions four years prior to revenue collection. While the EAP resulted in project savings and significant acceleration of the program, administrative functions were required during this time with associated administrative costs.

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

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

Taxpayer Oversight Committee

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



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

On February 14, 2023, the TOC received the M2 Quarterly Revenue and Expenditure Report through December 2022, received presentations on local community transit/circulators, third quarter FY 2022-23 M2 quarterly progress report, I-405 Improvement Project, escalation rate adjustment recommendations for prior RCP and RTSSP program allocations, and an update on the water quality program.

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

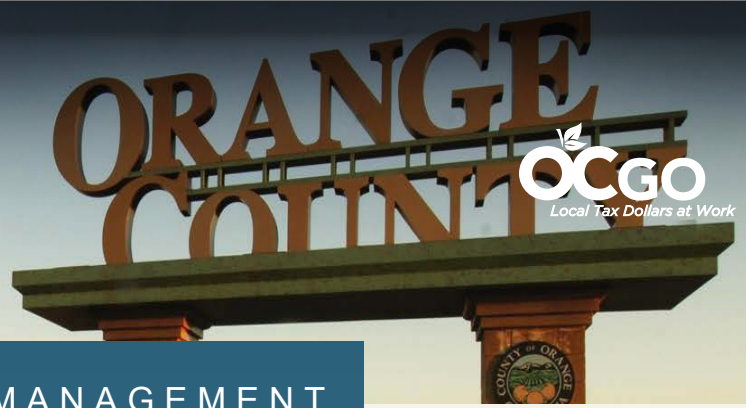
M2 FINANCING AND SCHEDULE OF FUNDING

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

Revenue Forecast and Collection

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

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



PROGRAM MANAGEMENT

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

Current Forecast

Original projections in 2005 during the development of M2 estimated total nominal M2 sales tax collections at \$24.3 billion. OCTA received final sales tax receipts for FY 2021-22 in August 2022 and presented the 2022 M2 sales tax forecast update to the Board on September 26, 2022. The current revised total nominal sales tax collections over the life of M2 is estimated to be \$15 billion, which represents a year-over-year increase of \$1.8 billion in forecasted sales tax when compared to last year's forecast.

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

Based on sales tax forecast information provided by MuniServices, LLC, the budgeted growth rate is 3.9 percent for FY 2022-23. The proposed budget rate is 2.6 percent for FY 2023-24. The next updated forecast is anticipated to be presented to the Board in fall 2023.

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited) Schedule 1

(\$ in thousands)	Quarter Ended Mar 31, 2023	Year to Date Mar 31, 2023 (A)	Period from Inception to Mar 31, 2023 (B)
Revenues:			
Sales taxes	\$ 79,352	\$ 302,779	\$ 3,804,712
Other agencies' share of Measure M2 costs:			
Project related	19,517	35,728	826,291
Non-project related	-	-	454
Interest:			
Operating:			
Project related	402	786	4,286
Non-project related	3,049	7,469	77,537
Bond proceeds	2,876	2,876	90,095
Debt service	273	439	1,525
Commercial paper	-	-	395
Capital grants	-	-	-
Right-of-way leases	19	108	1,592
Proceeds on sale of assets held for resale	-	-	13,428
Donated assets held for resale			
Project related	-	-	2,071
Non-project related	-	-	-
Miscellaneous:			
Project related	-	-	331
Non-project related	-	-	129
Total revenues	<u>105,488</u>	<u>350,185</u>	<u>4,822,846</u>
Expenditures:			
Supplies and services:			
Sales tax administration fees	839	2,518	37,898
Professional services:			
Project related	10,540	25,138	512,958
Non-project related	470	1,101	37,152
Administration costs:			
Project related	2,811	8,433	113,678
Non-project related:			
Salaries and Benefits	1,068	3,205	38,822
Other	1,663	4,988	65,588
Other:			
Project related	123	170	6,010
Non-project related	7	37	5,326
Payments to local agencies:			
Project related	29,796	62,141	1,295,590
Non-project related	-	-	-
Capital outlay:			
Project related	51,517	110,505	2,087,755
Non-project related	-	-	32
Debt service:			
Principal payments on long-term debt	19,935	19,935	95,485
Interest on long-term debt and commercial paper	17,474	34,949	319,576
Total expenditures	<u>136,243</u>	<u>273,120</u>	<u>4,615,870</u>
Excess (deficiency) of revenues over (under) expenditures	<u>(30,755)</u>	<u>77,065</u>	<u>206,976</u>
Other financing sources (uses):			
Transfers out:			
Project related	(10,690)	(31,593)	(477,509)
Non-project related	-	-	-
Transfers in:			
Project related	1,780	5,332	342,000
Non-project related	-	-	-
Bond proceeds	-	-	804,625
Payment to refunded bond escrow agent	-	-	(45,062)
Total other financing sources (uses)	<u>(8,910)</u>	<u>(26,261)</u>	<u>624,054</u>
Excess (deficiency) of revenues over (under) expenditures and other sources (uses)	<u>\$ (39,665)</u>	<u>\$ 50,804</u>	<u>\$ 831,030</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited) Schedule 2

(\$ in thousands)	Quarter Ended Mar 31, 2023 (actual)	Year to Date Mar 31, 2023 (actual)	Period from Inception through Mar 31, 2023 (actual)	Period from April 1, 2023 through March 31, 2041 (forecast)	Total
		(C.1)	(D.1)	(E.1)	(F.1)
Revenues:					
Sales taxes	\$ 79,352	\$ 302,779	\$ 3,804,712	\$ 11,204,625	\$ 15,009,337
Operating interest	3,049	7,469	77,537	434,765	512,302
Subtotal	<u>82,401</u>	<u>310,248</u>	<u>3,882,249</u>	<u>11,639,390</u>	<u>15,521,639</u>
Other agencies share of M2 costs	-	-	454	-	454
Miscellaneous	-	-	129	-	129
Total revenues	<u>82,401</u>	<u>310,248</u>	<u>3,882,832</u>	<u>11,639,390</u>	<u>15,522,222</u>
Administrative expenditures:					
Sales tax administration fees	839	2,518	37,898	98,711	136,609
Professional services	470	1,101	33,377	98,973	132,350
Administration costs:					
Salaries and Benefits	1,068	3,205	38,822	114,285	153,107
Other	1,663	4,988	65,588	192,265	257,853
Other	7	37	2,306	6,915	9,221
Capital outlay	-	-	32	-	32
Environmental cleanup	580	806	48,766	224,057	272,823
Total expenditures	<u>4,627</u>	<u>12,655</u>	<u>226,789</u>	<u>735,206</u>	<u>961,995</u>
Net revenues	<u>\$ 77,774</u>	<u>\$ 297,593</u>	<u>\$ 3,656,043</u>	<u>\$ 10,904,184</u>	<u>\$ 14,560,227</u>
		(C.2)	(D.2)	(E.2)	(F.2)
Bond revenues:					
Proceeds from issuance of bonds	\$ -	\$ -	\$ 804,625	\$ -	\$ 804,625
Interest revenue from bond proceeds	2,876	2,876	90,095	67,796	157,891
Interest revenue from debt service funds	273	439	1,525	2,828	4,353
Interest revenue from commercial paper	-	-	395	-	395
Total bond revenues	<u>3,149</u>	<u>3,315</u>	<u>896,640</u>	<u>70,624</u>	<u>967,264</u>
Financing expenditures and uses:					
Professional services	-	-	3,775	-	3,775
Payment to refunded bond escrow	-	-	45,062	-	45,062
Bond debt principal	19,935	19,935	95,485	595,219	690,704
Bond debt and other interest expense	17,474	34,949	319,576	374,840	694,416
Other	-	-	3,020	-	3,020
Total financing expenditures and uses	<u>37,409</u>	<u>54,884</u>	<u>466,918</u>	<u>970,059</u>	<u>1,436,977</u>
Net bond revenues (debt service)	<u>\$ (34,260)</u>	<u>\$ (51,569)</u>	<u>\$ 429,722</u>	<u>\$ (899,435)</u>	<u>\$ (469,713)</u>

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited) Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)
(G)		(H)	(I)
(\$ in thousands)			
Freeways (43% of Net Revenues)			
A	I-5 Santa Ana Freeway Interchange Improvements	\$ 573,893	\$ 144,103
B	I-5 Santa Ana/SR-55 to El Toro	366,559	92,042
C	I-5 San Diego/South of El Toro	765,598	192,240
D	I-5 Santa Ana/San Diego Interchange Upgrades	315,031	79,104
E	SR-22 Garden Grove Freeway Access Improvements	146,526	36,792
F	SR-55 Costa Mesa Freeway Improvements	446,904	112,217
G	SR-57 Orange Freeway Improvements	315,885	79,318
H	SR-91 Improvements from I-5 to SR-57	170,947	42,924
I	SR-91 Improvements from SR-57 to SR-55	508,567	127,700
J	SR-91 Improvements from SR-55 to County Line	430,054	107,986
K	I-405 Improvements between I-605 to SR-55	1,309,941	328,924
L	I-405 Improvements between SR-55 to I-5	390,369	98,021
M	I-605 Freeway Access Improvements	24,421	6,132
N	All Freeway Service Patrol	183,157	45,990
	Freeway Mitigation	313,045	78,605
	Subtotal Projects	6,260,897	1,572,098
	Net (Bond Revenue)/Debt Service	-	-
	Total Freeways	\$ 6,260,897	\$ 1,572,098
	%		
Street and Roads Projects (32% of Net Revenues)			
O	Regional Capacity Program	\$ 1,456,041	\$ 365,609
P	Regional Traffic Signal Synchronization Program	582,391	146,237
Q	Local Fair Share Program	2,620,841	658,088
	Subtotal Projects	4,659,273	1,169,934
	Net (Bond Revenue)/Debt Service	-	-
	Total Street and Roads Projects	\$ 4,659,273	\$ 1,169,934
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited) Schedule 3

Expenditures Inception to Mar 31, 2023 (actual) (J)	Reimbursements Inception to Mar 31, 2023 (actual) (K)	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2023 (actual) (L)
\$ 10,913	\$ 8,786	\$ 2,127
24,944	15,450	9,494
332,488	52,705	279,783
2,838	527	2,311
5	-	5
70,576	40,147	30,429
53,030	12,762	40,268
34,960	824	34,136
50,573	47,718	2,855
18,362	16,833	1,529
1,373,770	292,729	1,081,041
9,209	6,954	2,255
5,432	16	5,416
6,322	-	6,322
59,975	5,132	54,843
<u>2,053,397</u>	<u>500,583</u>	<u>1,552,814</u>
<u>160,863</u>	<u>-</u>	<u>160,863</u>
<u>\$ 2,214,260</u>	<u>\$ 500,583</u>	<u>\$ 1,713,677</u>
		49.1%
\$ 805,157	\$ 507,884	\$ 297,273
103,137	17,459	85,678
<u>641,122</u>	<u>77</u>	<u>641,045</u>
1,549,416	525,420	1,023,996
<u>47,133</u>	<u>-</u>	<u>47,133</u>
<u>\$ 1,596,549</u>	<u>\$ 525,420</u>	<u>\$ 1,071,129</u>
		30.7%

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited) Schedule 3

Project	Description	Total Net Revenues Inception to March 31, 2041 (actual) + (forecast)	Net Revenues Inception to Mar 31, 2023 (actual)
	(G) (\$ in thousands)	(H)	(I)
Transit Projects (25% of Net Revenues)			
R	High Frequency Metrolink Service	\$ 1,452,167	\$ 352,048
S	Transit Extensions to Metrolink	1,285,331	322,744
T	Metrolink Gateways	74,421	37,042
U	Expand Mobility Choices for Seniors and Persons with Disabilities	504,878	121,007
V	Community Based Transit/Circulators	291,127	73,101
W	Safe Transit Stops	32,133	8,069
	Subtotal Projects	3,640,057	914,011
	Net (Bond Revenue)/Debt Service	-	-
	Total Transit Projects	\$ 3,640,057	\$ 914,011
	%		
Environmental Cleanup (2% of Revenues)			
X	Clean Up Highway and Street Runoff that Pollutes Beaches	\$ 310,433	\$ 77,645
	Net (Bond Revenue)/Debt Service	-	-
	Total Environmental Cleanup	\$ 310,433	\$ 77,645
	%		
Taxpayer Safeguards and Audits			
	Collect Sales Taxes (1.5% of Sales Taxes)	\$ 225,140	\$ 57,071
	%		
	Oversight and Annual Audits (1% of Revenues)	\$ 155,216	\$ 38,822
	%		

FINANCING

Schedule of Revenues, Expenditures and Changes in Fund Balance as of March 31, 2023 (Unaudited) Schedule 3

Expenditures Inception to Mar 31, 2023 (actual) <i>(J)</i>	Reimbursements Inception to Mar 31, 2023 (actual) <i>(K)</i>	(J) - (K) = (L) Net M2 Cost Inception to Mar 31, 2023 (actual) <i>(L)</i>
\$ 431,999	\$ 98,927	\$ 333,072
175,527	2,133	173,394
98,220	60,956	37,264
117,918	88	117,830
17,084	1,538	15,546
1,173	26	1,147
841,921	163,668	678,253
26,360	-	26,360
\$ 868,281	\$ 163,668	\$ 704,613 20.2%
\$ 48,766	\$ 311	\$ 48,455
-	-	-
\$ 48,766	\$ 311	\$ 48,455 1.2%
\$ 37,898	\$ -	\$ 37,898 1.0%
\$ 38,822	\$ (0)	\$ 38,822 1.0%

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2022-23	FUNDS TO DATE
ALISO VIEJO	\$299,235	\$7,918,682
ANAHEIM	\$2,567,142	\$66,420,702
BREA	\$430,003	\$11,370,420
BUENA PARK	\$684,278	\$17,700,723
COSTA MESA	\$1,126,279	\$29,079,424
CYPRESS	\$387,485	\$10,463,448
DANA POINT	\$257,286	\$6,669,491
FOUNTAIN VALLEY	\$473,122	\$12,346,682
FULLERTON	\$1,012,863	\$25,994,003
GARDEN GROVE	\$1,130,640	\$29,686,099
HUNTINGTON BEACH	\$1,489,014	\$38,849,883
IRVINE	\$2,320,253	\$55,221,644
LAGUNA BEACH	\$190,095	\$5,039,609
LAGUNA HILLS	\$254,171	\$6,759,225
LAGUNA NIGUEL	\$500,738	\$13,253,679
LAGUNA WOODS	\$101,137	\$2,540,770
LA HABRA	\$408,353	\$10,567,692
LAKE FOREST	\$628,162	\$15,939,363

LOCAL FAIR SHARE

M2 Funds		
ENTITY	3RD QUARTER FY 2022-23	FUNDS TO DATE
LA PALMA	\$106,523	\$3,136,181
LOS ALAMITOS	\$98,635	\$2,582,983
MISSION VIEJO	\$683,123	\$18,471,126
NEWPORT BEACH	\$823,667	\$21,889,643
ORANGE	\$1,263,996	\$33,004,853
PLACENTIA	\$366,632	\$9,231,849
RANCHO SANTA MARGARITA	\$318,834	\$8,435,783
SAN CLEMENTE	\$440,891	\$11,317,117
SAN JUAN CAPISTRANO	\$294,832	\$7,595,117
SANTA ANA	\$2,025,553	\$55,247,007
SEAL BEACH	\$181,415	\$4,914,587
STANTON	\$228,848	\$5,965,271
TUSTIN	\$705,911	\$17,987,803
VILLA PARK	\$39,800	\$1,040,184
WESTMINSTER	\$634,493	\$16,972,440
YORBA LINDA	\$460,836	\$12,047,672
COUNTY UNINCORPORATED	\$1,878,300	\$40,586,493
TOTAL M2 FUNDS	\$24,812,544	\$636,247,647

CAPITAL ACTION PLAN

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Red = Forecast milestone is over three months later than plan

Non-bolded = Planned/Baseline

Bold = Forecasted/Actual

Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Freeway Projects:					
I-5, SR-55 to SR-57	\$38.1	Jun-13	Mar-17	Dec-17	Apr-21
Project A	\$38.9	Apr-15	Jun-17	Nov-18	Jan-21
I-5, I-405 to Yale Avenue	\$230.5	Aug-18	May-24	Feb-26	Sep-29
Project B	\$230.5	Jan-20	May-24	Feb-26	Sep-29
I-5, Yale Avenue to SR-55	\$200.4	Aug-18	Feb-25	Mar-26	Sep-29
Project B Cost/Schedule Risk	\$200.4	Jan-20	Jan-24	Mar-26	Sep-29
I-5, Avenida Pico to Vista Hermosa	\$113.0	Dec-11	Oct-13	Dec-14	Aug-18
Project C & D	\$83.6	Oct-11	Oct-13	Dec-14	Aug-18
I-5, Avenida Vista Hermosa to Pacific Coast Highway	\$75.6	Dec-11	Feb-13	Dec-13	Mar-17
Project C	\$75.3	Oct-11	May-13	Jun-14	Jul-17
I-5, Pacific Coast Highway to San Juan Creek Road	\$70.7	Dec-11	Jan-13	Oct-13	Sep-16
Project C	\$74.3	Oct-11	Jan-13	Dec-13	Jul-18
I-5, SR-73 to Oso Parkway	\$151.9	Jun-14	Jan-18	Dec-18	Apr-25
Project C & D	\$195.8	May-14	Aug-18	Dec-19	Sep-24
I-5, Oso Parkway to Alicia Parkway	\$196.2	Jun-14	Jun-17	Jun-18	Nov-23
Project C & D	\$203.1	May-14	Dec-17	Mar-19	Sep-24
I-5, Alicia Parkway to El Toro Road	\$133.6	Jun-14	Jun-18	May-19	Oct-24
Project C	\$165.9	May-14	May-19	Sep-20	Oct-24
I-5, SR-73 to El Toro Road (Landscape)	TBD	N/A	TBD	TBD	TBD
Project C	\$12.4	N/A	Nov-24	Jul-25	Feb-27
I-5, El Toro Road Interchange	TBD	Nov-19	TBD	TBD	TBD
Project D Cost/Schedule Risk	TBD	Jan-25	TBD	TBD	TBD

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.



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

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Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
SR-91 (WB), I-5 to SR-57	\$78.1	Apr-10	Feb-12	Nov-12	Apr-16
Project H	\$59.2	Jun-10	Apr-12	Jan-13	Jun-16
SR-91 (WB), I-5 to SR-57 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project H	N/A	N/A	Aug-16	Mar-17	Nov-17
SR-91, SR-55 to Lakeview Avenue (Segment 1)	\$100.9	Oct-18	Jan-23	Feb-24	Sep-27
Project I	\$100.9	Jun-20	Mar-23	Mar-24	Nov-27
SR-91, La Palma Avenue to SR-55 (Segment 2)	\$208.4	Oct-18	Jul-23	Jul-24	Mar-28
Project I	\$208.4	Jun-20	Jun-24	Sep-25	Sep-29
SR-91, Acacia Street to La Palma Ave (Segment 3)	\$116.2	Oct-18	Apr-24	Apr-25	Sep-28
Project I	\$116.2	Jun-20	Aug-24	Dec-25	Jun-29
SR-91 (WB), Tustin Interchange to SR-55	\$49.9	Jul-11	Mar-13	Oct-13	Jul-16
Project I	\$42.5	May-11	Feb-13	Oct-13	Jul-16
SR-91, SR-55 to SR-241	\$128.4	Jul-09	Jan-11	Sep-11	Dec-12
Project J	\$79.7	Apr-09	Aug-10	May-11	Mar-13
SR-91, SR-55 to SR-241 (Landscape)	N/A	N/A	N/A	N/A	N/A
Project J	N/A	N/A	Feb-13	Oct-13	Feb-15
SR-91 (EB), SR-241 to SR-71	\$104.5	Dec-07	Dec-08	Jul-09	Nov-10
Project J	\$57.8	Dec-07	Dec-08	Aug-09	Jan-11
I-405, SR-73 to I-605 (Design-Build)	\$2,080.2	Mar-13	Nov-15	Nov-16	Feb-24
Project K	\$2,080.2	May-15	Nov-15	Nov-16	Feb-24
I-405, I-5 to SR-55	TBD	Jul-18	TBD	TBD	TBD
Project L	TBD	Aug-18	TBD	TBD	TBD

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

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CAPITAL ACTION PLAN



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Capital Projects	Cost	Schedule			
	Baseline/Forecast (millions)	Complete Environmental	Complete Design	Award Contract	Complete Construction
Rail-Highway Grade Crossing Safety Enhancement	\$94.4	Oct-08	Sep-08	Aug-09	Dec-11
Project R	\$90.4	Oct-08	Sep-08	Aug-09	Dec-11
San Clemente Beach Trail Safety Enhancements	\$6.0	Jul-11	Apr-12	Oct-12	Jan-14
Project R	\$5.0	Jul-11	Jun-12	May-13	Mar-14
Emergency Track Stabilization at MP206.8	N/A	N/A	N/A	N/A	N/A
Project R	Cost/Schedule Risk \$13.7	N/A	N/A	Oct-22	Jun-23
Placentia Metrolink Station and Parking Structure	\$34.8	May-07	Jan-11	TBD	TBD
Project R	Cost/Schedule Risk \$40.1	May-07	Feb-11	TBD	TBD
San Juan Capistrano Passing Siding	\$25.3	Jan-13	May-16	Dec-16	Feb-21
	\$33.2	Mar-14	Aug-18	Mar-19	Nov-20
Anaheim Canyon Station	\$27.9	Dec-16	May-19	Nov-19	Jan-23
	\$34.2	Jun-17	Oct-20	Mar-21	Jan-23
Orange Station Parking Expansion	\$33.2	Dec-12	Apr-13	Nov-16	Feb-19
	\$30.9	May-16	Apr-16	Jun-17	Feb-19
Fullerton Transportation Center - Elevator Upgrades	\$3.5	N/A	Dec-13	Sep-14	Mar-17
	\$4.2	N/A	Dec-13	Apr-15	May-19
Laguna Niguel/Mission Viejo Station ADA Ramps	\$3.5	Jan-14	Aug-14	Jan-15	Apr-17
	\$5.2	Feb-14	Jul-15	Oct-15	Sep-17
Anaheim Regional Transportation Intermodal Center	\$227.4	Feb-11	Feb-12	Jul-12	Nov-14
Project R & T	\$232.2	Feb-12	May-12	Sep-12	Dec-14
OC Streetcar	\$595.8	Mar-12	Sep-17	Aug-18	Nov-24
Project S	Cost/Schedule Risk \$595.8	Mar-15	Nov-17	Sep-18	Nov-24

*Status through March 2023. For detailed project information, please refer to the individual project section within this report.

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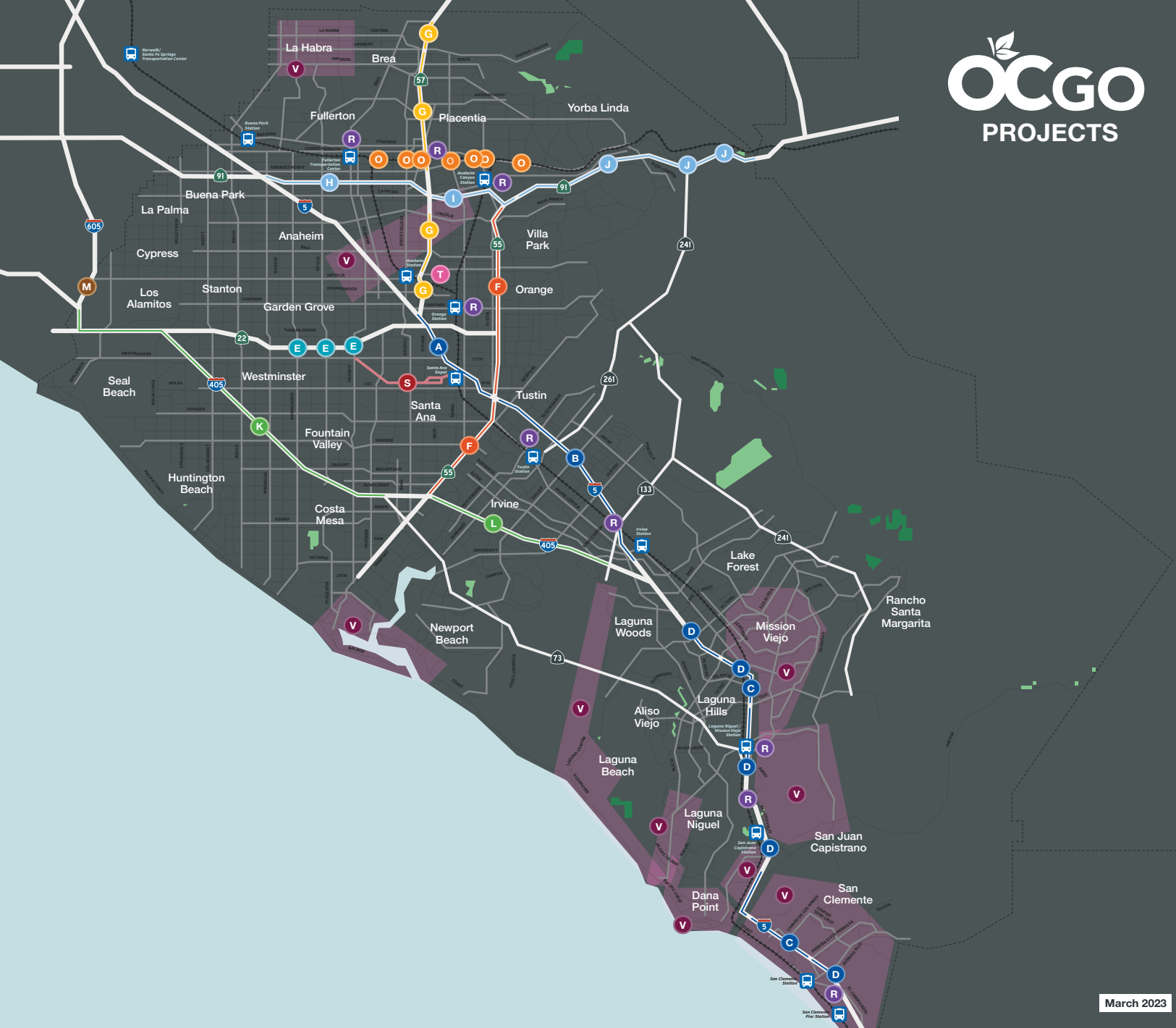
COMMON ABBREVIATIONS

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




COMMON ABBREVIATIONS

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



March 2023

Freeway Improvement Program

Interstate 5 (I-5) Projects

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

State Route 22 (SR-22) Projects

- E** Access Improvements

State Route 55 (SR-55) Projects

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

State Route 57 (SR-57) Projects

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

State Route 91 (SR-91) Projects

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

Interstate 405 (I-405) Projects

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

Interstate 605 (I-605) Projects

- M** Katella Avenue Interchange Improvements

Freeway Mitigation Program

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

Streets & Roads

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

Transit Projects

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

Other Projects Not Shown

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

Rail

- Metrolink Rail Line
- Metrolink Station

ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY
Ordinance No. 3 Tracking Matrix
For Period Ending December 31, 2022

Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2022 Response
1.00	Administrative and General Requirements						
2.00	Has a transportation special revenue fund ("Local Transportation Authority [LTA] Special Revenue Fund") been established to maintain all Revenues?	Sec. 10.1	F & A	One-time, start-up	Done	Sean Murdock	Yes. The LTA Fund (Fund 17) was established for this purpose. A discussion of the fund and its purpose can be found in the OCLTA audited financial statements. Please reference: "FY 2021-22 Report on Agreed-Upon Procedures Applied to M2 Status Reports," dated February 13, 2023.
3.00	Have the imposition, administration and collection of the tax been done in accordance with all applicable statutes, laws, rules, and regulations prescribed and adopted by California Department of Tax and Fee Administration (formerly State Board of Equalization)?	Sec. 3	F & A	Recurring	Done to date	Sean Murdock	Yes. See independent auditor's findings related to applying Agreed-Upon Procedures to the Measure M2 (M2) Status Report. Please reference: "FY 2021-22 Report on Agreed-Upon Procedures Applied to M2 Status Reports," dated February 13, 2023.
4.00	Have Net Revenues been allocated solely for the transportation purposes described in the Ordinance?	Sec. 4	F & A	Recurring	Done to date	Sean Murdock	Yes. See independent auditor's findings related to applying Agreed-Upon Procedures to the M2 Status Report. Please reference: "FY 2021-22 Report on Agreed-Upon Procedures Applied to M2 Status Reports," dated February 13, 2023.
5.00	"Pay as you go" financing is the preferred method of financing transportation improvements and operations under the Ordinance. Before issuing bonds, has the Authority determined the scope of expenditures made "pay-as-you-go" financing unfeasible?	Sec. 5	F & A, Planning	Recurring	Done to date	Sean Murdock	Yes. Please reference: "Plan of Finance for Early Action Plan," Attachment D, dated November 9, 2007. "Renewed Measure M Early Action Plan Review," dated December 14, 2009. "Paying for M2 – Bond Financing Legal Memo," dated March 5, 2012.
6.00	Have maintenance of effort (MOE) levels been established for each jurisdiction for fiscal year (FY) 2010-2011 pursuant to Ordinance No. 2?	Sec. 6	Planning	One-time, start-up	Done	Adriann Cardoso/ Charvalen Alacar	Yes. The MOE benchmark for each jurisdiction was originally established under Ordinance No. 2. MOE for FY 2010-11 was established and adopted by the OCTA Board of Directors (Board) as part of the M2 Eligibility Guidelines. Please reference: "M2 Local Agency Eligibility Guidelines and Requirements," dated January 25, 2010.

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7.00	Have city MOE levels been adjusted by July 1, 2014, and every three years thereafter using the Caltrans Construction Cost Index?	Sec. 6	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. The third MOE benchmark adjustment was presented to the Board on April 13, 2020. Please reference: "Fiscal Year 2020-21 Updates to the M2 Eligibility, Local Signal Synchronization Plan, and Pavement Management Plan Guidelines," dated April 13, 2020.</p> <p>Due to the coronavirus (COVID-19) pandemic, on May 11, 2020, the Board authorized staff to initiate the amendment process to the M2 Ordinance No. 3 in order to adjust MOE requirements. On June 22, 2020, the Board held a public hearing and approved the amendment. Please reference: "Proposed Amendment to the Orange County Local Transportation Authority M2 Ordinance No. 3," dated May 11, 2020. "Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3," dated June 22, 2020.</p> <p>On December 14, 2020, the Board approved MOE Benchmark correction/adjustments for the cities of Buena Park and Villa Park. Please reference: "M2 Annual Eligibility Review," dated December 14, 2020.</p> <p>Due to the continued impacts of COVID-19, on April 12, 2021, the Board authorized staff to initiate the amendment process to M2 Ordinance No. 3 to adjust MOE requirements for another FY. On May 24, 2021, the Board held a public hearing and approved the amendment. Please reference: "Proposed Amendment to the Orange County Local Transportation Authority M2 Ordinance No. 3," dated April 12, 2021. "Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3," dated May 24, 2021.</p> <p>The next MOE benchmark adjustment is anticipated to go to the Board for approval in spring 2023 and will go into effect on July 1, 2023.</p>

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							<p>Please also reference the following:</p> <p>“Fiscal Year 2014-15 M2 Maintenance of Effort Adjustment and Updates to Eligibility and Local Signal Synchronization Plan Guidelines,” dated April 14, 2014.</p> <p>“Fiscal Year 2014-15 Maintenance of Effort Benchmark Adjustments,” dated August 11, 2014 to see adjustments made for the cities of La Habra, Laguna Woods, Los Alamitos, and Yorba Linda.</p> <p>“Fiscal Year 2017-18 M2 Maintenance of Effort Adjustment and Updates to the Eligibility and Local Signal Synchronization Plan Guidelines,” dated April 10, 2017.</p> <p>“M2 Eligibility Review Recommendations for Fiscal Year 2015-16 Expenditure Reports and City of San Juan Capistrano’s Maintenance of Effort Benchmark,” dated May 8, 2017.</p> <p>“Fiscal Year 2018-19 M2 Eligibility and Countywide Pavement Management Plan Guidelines and City of Placentia’s Maintenance of Effort Benchmark,” dated April 9, 2018.</p>
8.00	Have MOE requirements been met annually by each jurisdiction?	Sec. 6	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>No. Due to the 2019 audit findings, on May 13, 2019, the Board found the cities of Stanton and Santa Ana ineligible to receive net M2 Revenues based upon failing to meet and/or substantiate MOE requirements for FY 2017-18. The Board suspended all disbursements of M2 funding and required the cities to sign separate settlement agreements that identified steps to regain compliance.</p> <p>Please reference:</p> <p>“M2 Eligibility for the City of Santa Ana,” and “M2 Eligibility for the City of Stanton,” dated May 13, 2019.</p> <p>“Settlement Agreement and Release of Claims,” dated July 22, 2019, for the City of Stanton.</p> <p>“Settlement Agreement and Release of Claims,” dated October 22, 2019, for the City of Santa Ana.</p> <p>On April 13, 2020, the Board determined the cities of Santa Ana and Stanton eligible to receive M2 net revenues again based on second audit findings that each city fulfilled the settlement agreement terms and</p>

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							<p>their respective MOE requirements. Payments were reinitiated and suspended funds that were held in reserve were disbursed.</p> <p>Please reference: “M2 Eligibility for the City of Santa Ana,” and “M2 Eligibility for the City of Stanton,” dated April 13, 2020.</p> <p>For the remaining 33 entities, MOE requirements have been met annually.</p> <p>All 35 entities have met MOE requirements through FY 2020-21. Please reference: “M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports,” dated June 13, 2022. “M2 Eligibility Review Recommendations for Fiscal Year 2019-20 Expenditure Reports,” dated June 14, 2021. “M2 Eligibility Review Recommendations for Fiscal Year 2018-19 Expenditure Reports,” dated June 8, 2020. “M2 Eligibility Review Recommendations for Fiscal Year 2017-18 Expenditure Reports,” dated July 8, 2019. “M2 Eligibility Review Recommendations for Fiscal Year 2016-17 Expenditure Reports,” dated June 11, 2018. “M2 Eligibility Review Recommendations for Fiscal Year 2015-16 Expenditure Reports and City of San Juan Capistrano’s Maintenance of Effort Benchmark,” dated May 8, 2017. “M2 Eligibility Review Recommendations for Fiscal Year 2014-15 Expenditure Reports,” dated May 9, 2016. “M2 Eligibility Review Recommendations for Fiscal Year 2013-14 Expenditure Reports,” dated May 11, 2015. “M2 Eligibility Findings for Fiscal Year 2012-13 Expenditure Reports,” dated March 10, 2014. “M2 Annual Eligibility Review Subcommittee Recommendations for Fiscal Year 2011-12 Expenditure Reports,” dated March 11, 2013.</p>

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9.00	Have Revenues expended for salaries and benefits of Authority administrative staff remained within the one percent per year limit?	Sec 7	F & A	Recurring	Action plan in place	Sean Murdock/ Rima Tan	<p>Yes These are tracked on a FY basis. Expenditures were 0.97% for the FY period between July 1, 2021, and June 30, 2022, which was less than the one percent of net revenue requirement. The amount under one percent for the FY was \$153,241. Program-to-date expenditures are at one percent, which meets the one percent of net revenue requirement. Since inception, we encountered periods when expenditures needed to be covered by borrowings to meet the one percent of net revenue requirement. OCTA has Board approval to borrow from the Orange County Unified Transportation Trust (OCUTT), and to repay those funds with interest in future periods when administrative expenditures underrun revenue in any given year of the program. As of June 30, 2021, the borrowings to date along with interest from the Orange County Unified Transportation Trust were paid in full.</p> <p>Please reference: "OCTA Summary of M2 Administrative Costs from Inception through June 30, 2022"</p>
10.00	Has the Authority, to the extent possible, used existing state, regional and local planning and programming data and expertise to carry out the purposes of the Ordinance?	Sec. 7	Planning	Recurring	Done to date	Francesca Ching	<p>Yes. OCTA, as appropriate, looks to other existing resources to ensure that work is not duplicative and that expenses are kept to a minimum. In cases where OCTA does not have the expertise available, OCTA contracts with other external agencies. For example, OCTA regularly has cooperative agreements with the California Department of Transportation, local universities, Army Corp of Engineers, and contracts with private sector experts as needed to meet the requirements of the Ordinance.</p>
11.00	Have expenses for administrative staff and for project implementation incurred by the Authority, including contracted expenses, been identified in an annual report pursuant to Ordinance No. 3, Sec. 10.8?	Sec. 7 and Sec. 10.8	External Affairs	Recurring	Done to date	Alice Rogan & Jennifer Beaver	<p>Yes. Annual reports identify expenses for administrative staff and for project implementation incurred by the Authority, including contracted expenses. M1 Annual reports from the years 2008 - 2011 included minor updates on M2 Early Action Plan progress and funding. All reports are saved in the M2 Document Center.</p> <p>Please reference: "Measure M Annual Report 2008." "Measure M Annual Report 2009." "Measure M Annual Report 2010."</p>

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							"Measure M Annual Report 2011." "Measure M Annual Report 2012." "Measure M Annual Report 2013." "Measure M Annual Report 2014." "Measure M Annual Report 2015." "Measure M Annual Report 2016." "Measure M Annual Report 2017." "Measure M Annual Report 2018." "Measure M Annual Report 2019." "Measure M Annual Report 2020." "Measure M Annual Report 2021." "Measure M Annual Report 2022."
12.00	Has the 2006-2007 Authority appropriations limit been set at \$1,123 million?	Sec. 8	F & A	One-time, start-up	Done	Sean Murdock	Yes. Please reference: "Board Resolution 2006-32 Establishing LTA Appropriations Limit FY 2006-07," dated June 12, 2006.
13.00	Has the Authority's appropriations limit been adjusted annually?	Sec. 8	F & A	Recurring	Done to date	Sean Murdock	Yes. All Board Resolutions establishing LTA appropriations are saved in the M2 Document Center. Please reference: "Board Resolution 2011-046 Establishing LTA Appropriations Limit FY 2011-12," dated June 13, 2011. "Board Resolution 2012-031 Establishing LTA Appropriations Limit FY 2012-13," dated June 11, 2012. "Board Resolution 2013-164 Establishing LTA Appropriations Limit FY 2013-14," dated May 24, 2013. "Board Resolution 2014-027 Establishing LTA Appropriations Limit FY 2014-15," dated June 9, 2014. "Board Resolution 2015-023 Establishing LTA Appropriations Limit FY 2015-16," dated June 22, 2015. "Board Resolution 2016-025 Establishing LTA Appropriations Limit FY 2016-17," dated June 13, 2016. "Board Resolution 2017-028 Establishing LTA Appropriations Limit FY 2017-18," dated June 12, 2017.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2022 Response
							<p>"Board Resolution 2018-055 Establishing LTA Appropriations Limit FY 2018-19," dated June 11, 2018.</p> <p>"Board Resolution 2019-027 Establishing LTA Appropriations Limit FY 2019-20," dated June 10, 2019.</p> <p>"Board Resolution 2020-022 Establishing LTA Appropriations Limit FY 2020-21," dated June 22, 2020.</p> <p>"Board Resolution 2021-043 Establishing LTA Appropriations Limit FY 2021-22," dated June 28, 2021.</p> <p>"Board Resolution 2022-029 Establishing LTA Appropriations Limit FY 2022-23," dated June 13, 2022.</p>
14.00	<p>Has the County of Orange Auditor-Controller, in the capacity as Chair of the Taxpayer Oversight Committee (TOC), annually certified that the Revenues were spent in compliance with the Ordinance?</p>	Sec. 10.2	External Affairs	Recurring	Done to date	Alice Rogan	<p>Yes. Each year since 2007, subsequent to Measure M Annual Hearings, the County Auditor-Controller has annually certified that revenues were spent in compliance with the Ordinance. For this reporting period, on June 14, 2022, County Auditor-Controller Frank Davies certified that OCTA has spent revenues in compliance with the Ordinance. All Annual Hearing Compliance Memos are saved in the M2 Document Center.</p> <p>For the most recent confirmation of compliance, please reference: "TOC M2 Annual Public Hearing Results and Compliance Findings," dated June 27, 2022.</p>
15.00	<p>Have receipt, maintenance, and expenditure of Net Revenues been distinguishable in each jurisdiction's accounting records from other funding sources, and distinguishable by program or project?</p>	Sec. 10.3	F&A, Internal Audit	Recurring	Action plan in place	Sean Murdock	<p>Yes. Local jurisdictions submit expenditure reports annually that distinguish funding sources and tie to accounting records that are subject to audits. Starting with the 2011 version of the annual expenditure report, local jurisdictions' finance directors are also required to attest to this requirement and each year hereafter. Jurisdictions are also subject to audits that cover this requirement. Internal Audit, through contractors, conducts audits of 8 to 10 jurisdictions per year covering this matter. Expenditure Reports for each jurisdiction are reviewed by staff and the TOC. The jurisdictions to be audited are selected by the TOC Audit Subcommittee. The TOC approved jurisdictions' FY 2020-21 Expenditure Reports on June 6, 2022.</p> <p>Please reference:</p>

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							"M2 Annual Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports," dated June 13, 2022.
16.00	Has interest earned on Net Revenues allocated pursuant to the Ordinance been expended only for those purposes for which Net Revenues were allocated?	Sec. 10.3	F & A	Recurring	Done to date	Sean Murdock	Yes. See independent auditor's findings related to applying Agreed-Upon Procedures to the M2 Status Report. Please reference: "FY 2021-22 Single Audit and Agreed-Upon Procedures Reports," dated February 13, 2023.
17.00	Have jurisdictions used Net Revenues only for transportation purposes authorized by the Ordinance?	Sec. 10.4	F&A, Internal Audit	Recurring	Action plan in place	Sean Murdock	Yes. See notes in Item 15.00.
18.00	If any jurisdiction used Net Revenues for other than transportation purposes, has it fully reimbursed the Authority the Net Revenues misspent and been deemed ineligible to receive Net Revenues for a period of five years?	Sec. 10.4	F & A	Recurring	N/A	Sean Murdock	Not applicable. There have been no such occurrences to date. Compliance is subject to audits by Internal Audit.
19.00	Has a TOC been established to provide an enhanced level of accountability for expenditures of Revenues and to help ensure that all voter mandates are carried out as required?	Sec. 10.5	External Affairs	One-time, start-up	Done	Alice Rogan	Yes. The Citizens Oversight Committee (COC) established under M1 was transitioned into the TOC in August 2007. The transition was mentioned in the OCTA staff update portion of the June 12, 2007, COC Meeting Minutes, included in the August 28, 2007, TOC Meeting Agenda Packet. The TOC has since met regularly to provide an enhanced level of accountability for expenditures of Revenues and to help ensure that all voter mandates are carried out as required. Agenda Packets and Meeting Minutes for each TOC meeting can be found in the Document Center. Please reference: "TOC Agenda Packet," dated August 28, 2007.
20.00	Have performance assessments to evaluate efficiency, effectiveness, economy, and program results been conducted every three years?	Sec. 10.6	PMO	Recurring	Done to date	Francesca Ching	Yes. To date, five Triennial M2 Performance Assessments have been conducted. The fifth performance assessment covering FY 2018-19 to FY 2020-21 was presented to the Board on April 25, 2022. Please reference: "Triennial M2 Performance Assessment FY 2006-07 to FY 2008-09," dated November 22, 2010. "Triennial M2 Performance Assessment FY 2009-10 to FY 2011-12," dated April 8, 2013.

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							"Triennial M2 Performance Assessment FY 2012-13 to FY 2014-15," dated August 8, 2016. "Triennial M2 Performance Assessment FY 2015-16 to FY 2017-18," dated March 11, 2019. "Triennial M2 Performance Assessment FY 2018-19 to FY 2020-21," dated April 25, 2022.
21.00	Have the performance assessments been provided to the Taxpayers Oversight Committee?	Sec. 10.6	PMO, External Affairs	Recurring	Done to date	Francesca Ching & Alice Rogan	Yes. To date, five performance assessments have been provided to the TOC. Please reference: "TOC Agenda Packet 2010," dated December 14, 2010. "TOC Agenda Packet 2013," dated April 9, 2013. "TOC Agenda Packet 2016," dated June 14, 2016. "TOC Agenda Packet 2019," dated April 9, 2019. "TOC Agenda Packet 2022," dated April 12, 2022.
22.00	Have quarterly status reports regarding the major projects detailed in the Plan been brought before the Authority in public meetings?	Sec. 10.7	PMO	Recurring	Done to Date	Francesca Ching	Yes. Quarterly reports have consistently been brought before the Board. The reports are posted on the OCTA website and saved in the M2 Document Center. These reports can be found by searching for "M2 Quarterly Report." The latest report was presented to the Board on March 13, 2023. Please reference the following reports for calendar year 2022: "M2 Quarterly Progress Report for the Period of January 2022 to March 2022," dated June 13, 2022. "M2 Quarterly Progress Report for the Period of April 2022 to June 2022," dated September 12, 2022. "M2 Quarterly Progress Report for the Period of July 2022 to September 2022," dated December 12, 2022. "M2 Quarterly Progress Report for the Period of October 2022 to December 2022," dated March 13, 2023.
23.00	Has the Authority published an annual report on how revenues have been spent and on progress toward implementation and publicly reported on the findings?	Sec. 10.8	External Affairs	Recurring	Done to date	Alice Rogan	Yes. These annual reports were prepared and made public since FY 2010-11. The FY 2021-22 information can be found on the 2022 infographic and M2 website .
24.00	Has the Authority, every ten years, conducted a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program?	Sec. 11	PMO	Recurring	Done to date	Francesca Ching	Yes. The first comprehensive Ten-Year Review was conducted for the period covering November 8, 2006, through June 30, 2015. The final report was presented to the Board on October 12, 2015.

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							Please reference: "M2 Ten-Year Review Report," dated October 12, 2015.
25.00	If the Authority has amended the Ordinance, including the Plan, has the Authority followed the process and notification requirements in Ordinance No. 3, Sec. 12, including approval by not less than two-thirds vote of the TOC?	Sec. 12	PMO, External Affairs	Recurring	Done to Date	Francesca Ching & Alice Rogan	<p>Yes. There have been five amendments to Ordinance No. 3.</p> <p>For Amendment #1 (November 9, 2012) to the Plan (Freeway Category), OCTA followed the Plan amendment process and notification requirements (including TOC approval on October 9, 2012). Please reference: "Public Hearing to Amend the M2 Transportation Investment Plan for the Freeway Program," dated November 9, 2012 for Amendment #1.</p> <p>For Amendment #2 (November 25, 2013) to the Ordinance (Attachment C), OCTA followed the Ordinance amendment process and notification requirements (did not require TOC approval). Please reference: "Public Hearing on Proposal to Amend Orange County Local Transportation Authority Ordinance No. 3 to Modify TOC Membership Eligibility," dated November 25, 2013 for Amendment #2.</p> <p>For Amendment #3 (December 14, 2015, corrected on March 14, 2016) to the Plan (Transit Category) and Ordinance (Attachment B), OCTA followed the Plan amendment process and notification requirements (including TOC approval on November 10, 2015). Please reference: "Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program," dated December 14, 2015 for Amendment #3. "Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update," dated March 14, 2016, for corrections to the Amendment.</p> <p>For Amendments #4 (June 22, 2020) and #5 (May 24, 2021) to the Ordinance (Attachment C), OCTA followed the Ordinance amendment process and notification requirements (did not require TOC approval).</p>

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							Please reference: “Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3,” dated June 22, 2020 for Amendment #4. “Public Hearing to Amend the M2 Orange County Local Transportation Authority Ordinance No. 3,” dated May 24, 2021 for Amendment #5.
26.00	General Requirements – Allocation of Net Revenues						
27.00	Have at least five percent of the Net Revenues allocated for Freeway Projects been used to fund Programmatic Mitigation of Freeway Projects, and have these funds derived by pooling funds from the mitigation budgets of individual Freeway Projects?	Att. B, Sec. II.A.5	Planning, F & A	30-year	Done to date	Sean Murdock	Yes. See independent auditor’s findings related to applying Agreed-Upon Procedures to the M2 Status Report. Please reference: “FY 2021-22 Single Audit and Agreed-Upon Procedures Reports,” dated February 13, 2023.
28.00	Has the Authority used Revenues as follows: <ul style="list-style-type: none"> - First, paid the California Department of Tax and Fee Administration (formerly State Board of Equalization) for services and functions? - Second, paid the administrative costs of the Authority? - Third, satisfied the annual allocation of two percent of Revenues for Environmental Cleanup? - Fourth, satisfied the debt service requirements of all bonds issued pursuant to the Ordinance that are not satisfied out of separate allocations? 	Att. B, Sec. IV.A.1-4	F & A	Recurring	Done to date	Sean Murdock	Yes. See independent auditor’s findings related to applying Agreed-Upon Procedures to the M2 Status Report. Please reference: “FY 2021-22 Single Audit and Agreed-Upon Procedures Reports,” dated February 13, 2023.
29.00	After providing for the use of Revenues as described above, has the Authority allocated Net Revenues as follows: <ul style="list-style-type: none"> - Freeway Projects – 43%? - Streets and Roads Projects – 32%? - Transit Projects – 25%? 	Att. B, Sec. IV.B.1-3	F & A	Recurring	Done to date	Sean Murdock	Yes. See independent auditor’s findings related to applying Agreed-Upon Procedures to the M2 Status Report. Please reference: “FY 2021-22 Single Audit and Agreed-Upon Procedures Reports,” dated February 13, 2023.
30.00	Has the allocation of the 32 percent for Streets and Roads Projects been made as follows: <ul style="list-style-type: none"> - Regional Capacity Program projects – 10% of Net Revenues? - Regional Traffic Signal Synchronization Program projects – 4% of Net Revenues? - Local Fair Share Program projects – 18% of Net Revenues? 	Att. B, Sec. IV.C.1-3	F & A	Recurring	Done to date	Sean Murdock	Yes. See independent auditor’s findings related to applying Agreed-Upon Procedures to the M2 Status Report. Please reference: “FY 2021-22 Single Audit and Agreed-Upon Procedures Reports,” dated February 13, 2023.

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31.00	If the percentage basis of the allocation of Net Revenues in any given year is different than required by Sections B and C (except for Local Fair Share Program projects), have the percentage allocations set forth in Sections B and C been achieved during the duration of the Ordinance?	Att. B, Sec. IV.D	F & A	30-year	Not yet required	Sean Murdock	The percentage basis allocation is not an annual requirement but must be achieved during the duration of the Ordinance.
32.00	Have Net Revenues allocated for the Local Fair Share Program pursuant to Att. B, Sec. IV.C been paid to Eligible Jurisdictions within 60 days of receipt by the Authority?	Att. B, Sec. IV.E	F & A	Recurring	Done to date	Sean Murdock	Yes. See General Accounting payments for Local Fair Share funds for FY 2021-22. Also note Agreed-Upon Procedures to the M2 Status Report. Please reference: "FY 2021-22 Single Audit and Agreed-Upon Procedures Reports," dated February 13, 2023. FY 2021-22 Project Q Local Fair Share Payments
33.00	If the Authority exchanged Net Revenues from a Plan funding category for federal, state or other local funds, has the Authority and the exchanging public agency used the exchanged funds for the same program or project authorized for the use of the funds prior to the exchange, have such federal, state or local funds received by the Authority been allocated to the same Plan funding category that was the source of the exchanged Net Revenues?	Att. B, Sec. IV.F	Planning, F & A	Recurring	N/A	Sean Murdock	Not applicable to date because there have been no exchanges.
34.00	Has the Authority followed the requirement that in no event shall an exchange of funds reduce the Net Revenues allocated for Programmatic Mitigation of Freeway Projects?	Att. B, Sec. IV.F	Planning, F & A	Recurring	N/A	Sean Murdock	Not applicable to date because there have been no exchanges.
35.00	Has the Authority, upon review and acceptance of any Project Final Report, allocated the balance of Net Revenues, less the interest earned on the Net Revenues allocated for the project?	Att. B, Sec. IV.H	Planning	Recurring	Done to Date	Adriann Cardoso/ Charvalen Alacar	Yes. As projects are completed, any unused funds from each project are made available for other projects within the same category, as needed. Examples below: "Ordinance Amendment 1," dated November 9, 2012. "Ordinance Amendment 3," dated March 14, 2016. There have been no reallocations across categories (43% Freeway, 32% Streets and Roads, and 25% Transit), in accordance with overall requirements in Att. B, Sec IV.B.
36.00	Requirements Related to All Freeway Projects						

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37.00	Have Freeway Projects been planned, designed and constructed with consideration for their aesthetic, historic and environmental impacts on nearby properties and communities?	Att. A, p. 5 Freeway Projects Overview	Capital Programs – Highways	Recurring	Done to Date	Rose Casey	Yes. Freeway Projects are developed with input from cities, the public, other stakeholders, and various interest groups. For example, landscaping and aesthetics are prepared with input from city representatives and the public to ensure that each city is given an opportunity to include its own “theme” while preserving the overall uniformity on the freeways throughout Orange County. For an example, please reference: “FI103 Project Report Final,” dated June 24, 2020.
38.00	Has a Master Agreement for environmental and programmatic mitigation of freeway projects between OCLTA and state and federal resource agencies been executed?	Att. A, p.5 Freeway Projects Overview	Planning	One-time, start-up	Done	Dan Phu	Yes. The Memorandum of Agreement and Planning Agreement, executed in January 2010, served as the Master Agreement. As a note, the termination date on the Planning Agreement was extended as it took longer than anticipated to complete the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Environmental Impact Report/Environmental Impact Status (EIR/EIS). Please reference: “C-9-0278 Agreement, Environmental Mitigation Program MOA.”
39.00	Has the OCLTA made every effort to maximize Orange County’s share of state and federal freeway dollars?	Att. B, Sec. II.A.1	Govt Relations, Planning	Recurring	Done to date	Adriann Cardoso	Yes. Since 2006, OCTA has received and programmed \$1.808 billion for freeway projects included in the M2 Plan: federal - \$698.1 million, state - \$993 million, other local - \$117 million. OCTA was also successful in receiving a TIFIA loan for \$629 million against future toll revenues for the I-405 from SR-73 to I-605 project. Please reference: “Securing State and Federal Formula Funds for Highway, Transit, and Complete Streets Priority Projects,” dated December 12, 2022. “Transportation Infrastructure Finance and Innovation Act Debt Service Savings,” dated October 25, 2021.
40.00	Have all major approval actions for Freeway Projects, including project concept, location, and any change in scope, been agreed upon by Caltrans, the Authority, project sponsors, and where appropriate, the FHWA and/or the California Transportation Commission?	Att. B, Sec. II.A.2	Capital Programs - Highways	Recurring	Done to Date	Rose Casey	Yes. Coordination with the agencies listed is constant, and the required approval actions are obtained from the appropriate agencies. Project concept, location, and scope are determined when the preferred alternative is selected and identified in the final approved environmental document (ED). The Final ED is approved by Caltrans, which includes delegated NEPA authority from FHWA. The environmental documents are also provided to the CTC. Scope changes will often require changes to the Cooperative Agreement between OCTA and Caltrans. Design modifications and exceptions to design

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							requirements are coordinated with Caltrans District 12 and Headquarters (Sacramento), which has the delegated authority from FHWA to approve design exceptions. Project Change Requests are required to be approved by both OCTA and Caltrans when a change in scope is large enough to warrant a change in project funding. Approval by the California Transportation Commission may also be required if state funds are requested, or a baseline agreement amendment is required.
41.00	Has the Authority, prior to allocation of Net Revenues for any Freeway Project, obtained written assurances from the appropriate state agency that after the project is constructed to at least minimum acceptable state standards, the State shall be responsible for maintenance and operation?	Att. B, Sec. II.A.3	Capital Programs - Highways	Recurring	Done to Date	Rose Casey	Yes. Construction Cooperative Agreements between OCTA and Caltrans include language that assigns maintenance and operations to Caltrans. For an example, please reference Attachment A, article 30 of the agreement (C-0-2726), which was executed on June 13, 2021. Please reference: "Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5," dated January 11, 2021.
42.00	Have Freeway Projects been built largely within existing rights of way using the latest highway design and safety requirements?	Att. B, Sec. II.A.4	Capital Programs - Highways	Recurring	Done to Date	Rose Casey	Yes. Keeping generally within existing right-of-way (ROW) is one of the largest project parameters. For example, elimination of braided ramps on the I-405 Improvement Project was approved in the final EIR/EIS to reduce the full ROW acquisitions while still ensuring that the design meets Caltrans design and safety standards. Keeping the ROW impacts to some partial acquisitions and primarily temporary construction easements while adding four lanes to the I-405 is a major accomplishment for a \$2.08 billion project, the largest project in the M2 freeway program, highlighting the importance placed on working within ROW constraints. Please reference: "I-405 Supplemental Draft Environmental Impact Report/EIS."
43.00	To the greatest extent possible within the available budget, have Freeway Projects been implemented using Context Sensitive Design? ("Context Sensitive Design features" are further described in the referenced provision.)	Att. B, Sec. II.A.4	Capital Programs - Highways	Recurring	Done to Date	Rose Casey	Yes. Freeway projects include many context sensitive design features, from the Planning stages, through Environmental, Design, and Construction. The project team, including Public Outreach, coordinates with local cities and other agencies on landscaping, aesthetic and soft/hardscape features. For example, the construction of soundwalls requires public input, in the form of a soundwall survey, to determine if

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							soundwalls will be built. Aesthetics of soundwalls, retaining walls and bridges take into account City and community preferences. Please reference: "I-405 Supplemental Draft Environmental Impact Report/EIS."
44.00	Have Freeway Projects, to the greatest extent possible within the available budget, been planned, designed, and constructed using a flexible community-responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, maintenance, and performance goals?	Att. B, Sec. II.A.4	Capital Programs - Highways	Recurring	Done to Date	Rose Casey	Yes. Community Outreach is a constant on all the Freeway Projects. Open Houses, City Council presentations, local agency meetings and other forms of Outreach are deployed in order to obtain community feedback so that modifications are made, where possible, to retain these values. All design features and proposed changes are reviewed and approved by Caltrans to ensure safety, mobility, maintenance, and performance goals. Please reference: "I-405 Supplemental Draft Environmental Impact Report/EIS."
45.00	Have the Net Revenues allocated to Freeway Projects for use in funding Programmatic Mitigation for Freeway Projects been subject to the following:	Att. B, Sec. II.A.5	Planning		Done	Dan Phu	See notes in Items 45.01 to 45.09.
45.01	Has a Master Environmental Mitigation and Resource Protection Plan and Agreement (Master Agreement) between the Authority and state and federal resources been developed?	Att. B, Sec. II.A.5.a	Planning	One-time, start-up	Done	Dan Phu	Yes. The Memorandum of Agreement and Planning Agreement executed in January 2010, served as the Master Agreement. As a note, the Planning Agreement was extended as it took longer than anticipated to complete the NCCP/HCP and EIR/EIS. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.
45.02	Does the Master Agreement include commitments by the Authority to provide programmatic environmental mitigation of Freeway Projects?	Att. B, Sec. II.A.5.a.(i)	Planning	One-time, start-up	Done	Dan Phu	Yes. The Memorandum of Agreement and Planning Agreement executed in January 2010, served as the Master Agreement. See notes in Item 1.00 within the Agreement which refers to commitments by OCTA to provide programmatic environmental mitigation of Freeway Projects. As a note, an extension of the termination date on the Planning Agreement was required since it took longer than anticipated to complete the NCCP/HCP and EIR/EIS. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.

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45.03	Does the Master Agreement include commitments by state and federal agencies to reduce project delays associated with permitting and streamline the process for Freeway Projects?	Att. B, Sec. II.A.5.a.(ii)	Planning	One-time, start-up	Done	Dan Phu	<p>Yes. The Memorandum of Agreement and Planning Agreement executed in January 2010, served as the Master Agreement. See Items 6 and 8 within the Agreement as it relates to commitments by state and federal agencies to reduce project delays associated with permitting and streamline the process for Freeway Projects. As a note, an extension of the termination date on the Planning Agreement was required since it took longer than anticipated to complete the NCCP/HCP and EIR/EIS. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.</p>
45.04	Does the Master Agreement include an accounting process for mitigation obligations and credits that will document net environmental benefit from regional, programmatic mitigation in exchange for net benefit in the delivery of transportation improvements through streamlined and timely approvals and permitting?	Att. B, Sec. II.A.5.a.(iii)	Planning	One-time, start-up	Done	Dan Phu	<p>Yes. Development of the NCCP/HCP set forth the process to meet this provision (Sections 5 and 6). The Final NCCP/HCP was approved by the Board and the Final EIR/EIS was certified by the Board on November 28, 2016. Please reference: "Final Natural Community Conservation Plan/Habitat Conservation Plan and Associated EIR/EIS," dated November 28, 2016.</p> <p>The corresponding state and federal wildlife agency permits were received in June 2017. Please reference: "OCTA M2 NCCP-HCP Implementing Agreement with Fed and State Fish-Wildlife and Caltrans."</p> <p>An accounting process is folded into the NCCP/HCP for mitigation obligations and credits. An annual report is required and will document freeway project level impacts as well as mitigation performed for those freeway projects. The first annual report was completed in 2019 and included activities related to the NCCP/HCP from 2011 through 2018. The future annual reports will only include one year's activities in relation to the NCCP/HCP. Actual impacts will be compared against assumptions made within the NCCP/HCP. Net environmental benefits from the NCCP/HCP are summarized in Table ES-1 of the NCCP/HCP. Biological permits from the wildlife regulatory agencies were issued in advance, therefore streamlining the delivery of the transportation projects.</p>

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45.05	Does the Master Agreement include a description of the specific mitigation actions and expenditures to be undertaken and a phasing, implementation, and maintenance plan?	Att. B, Sec. II.A.5.a.(iv)	Planning	One-time, start-up	Done	Dan Phu	Yes. The Memorandum of Agreement and Planning Agreement, executed in January 2010, included this provision. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.
45.06	Does the Master Agreement include appointment by the Authority of a Mitigation and Resource Protection Oversight Committee to make recommendations to the Authority on the allocation of Net Revenues for programmatic mitigation and to monitor implementation of the Master Agreement?	Att. B, Sec. II.A.5.a.(v)	Planning	One-time, start-up	Done	Dan Phu	Yes. The Environmental Oversight Committee (EOC) makes recommendations to the Authority on the allocation of Net Revenues for programmatic mitigation and also monitors the implementation of the Environmental Mitigation Program which is based on the Master Agreement. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.
45.07	Was an EOC appointed and does it consist of no more than 12 members and is comprised of representatives of the Authority, Caltrans, state and federal resource agencies, non-governmental environmental organizations, the public and the TOC?	Att. B, Sec. II.A.5.a.(v)	Planning, External Affairs	One-time, start-up	Done	Dan Phu & Marissa Espino	Yes. Creation of the EOC occurred in 2007 with applicant scoring and selection for membership by the Transportation 2020 Committee on October 15, 2007. The first EOC meeting took place on November 13, 2007. Please reference: "Renewed Measure M Environmental Committees Selection Process," dated October 22, 2007. "EOC Agenda Packet," dated November 13, 2007. "EOC Agenda Packet," dated January 16, 2008, for the November 13, 2007, meeting minutes. "Status Report on Renewed Measure M Environmental Programs," dated August 25, 2008. "EOC Roster 2022"
45.08	Was the Master Agreement developed as soon as practicable following the approval of the ballot proposition by the electors?	Att. B, Sec. II.A.5.b	Planning	One-time, start-up	Done	Dan Phu	Yes. The Memorandum of Agreement and Planning Agreement process began in early 2008. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.
45.09	Have the Authority and state and federal resource agencies developed the Master Agreement prior to the implementation of Freeway Projects?	Att. B, Sec. II.A.5.b	Planning	One-time, start-up	Done	Dan Phu	Yes. The Memorandum of Agreement and Planning Agreement process began in early 2008 and was fully executed by OCTA and state and federal resources agencies in January 2010. During this timeframe, the Early Action Plan also authorized the project development processes for

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							various M2 freeway projects, which included preliminary engineering, environmental studies, and final design work. The initiation of this work also maximized OCTA's ability to compete for state and federal funds (i.e., CMIA and federal stimulus). With the exception of the eastbound SR-91 lane addition between SR-241 and SR-71 and the SR-22 access improvements, the rest of the M2 freeway projects did not begin construction until after January 2010. The Eastbound SR-91 lane addition project began construction in late 2009 and utilized primarily American Recover and Reinvestment Act (ARRA) federal stimulus funds and the SR-22 improvements were amended into Measure M1 and completed early in 2007 as a "bonus project" as part of the SR-22 design-build project. Please reference: "C-9-0278 Memorandum of Agreement, and C-9-0279 Planning Agreement," dated January 21, 2010.
46.00	Requirements Related to Specific Freeway Projects						
47.00	Project A						
48.00	Have Santa Ana Freeway (I-5) improvements between the Costa Mesa freeway (SR-55) and "Orange Crush" (SR-57) described in Project A been built:	Att. A, p. 7, Project A	Capital Programs--Highways	30-year	Modified; Completed	Rose Casey	See notes in Items 48.01 to 48.03.
48.01	At the SR-55/I-5 interchange area between the Fourth Street and Newport Boulevard ramps on I-5?	Att. A, p. 7	Capital Programs--Highways	30-year	Modified	Rose Casey	See notes in Item 48.02.
48.02	On SR-55 between Fourth Street and Edinger Avenue?	Att. A, p. 7	Capital Programs--Highways	30-year	Modified	Rose Casey	No. Project A improvement limits do not include SR-55 between Fourth Street and Edinger Avenue (agreed to by cities and Caltrans) due to lack of support/consensus between Caltrans and local jurisdictions which is a requirement of M2. There are some improvements included in Project F on SR-55 between I-405 and I-5.
48.03	On I-5 between SR-55 and SR-57?	Att. A, p. 7	Capital Programs--Highways	30-year	Completed	Rose Casey	Yes. Construction on this project began in December 2018 and was completed in January 2021. Please reference: "FA101 Project Plans, pgs. 001-567," dated October 9, 2017. "FA101 Information Handout," dated August 27, 2018.

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							"FA101 Notice to Bidders and Special Provisions," dated August 27, 2018. "FA101 Project Plans, Addendum 01," dated September 25, 2018. "FA101 Project Plans, Addendum 02," dated October 5, 2018. "FA101 Final Project Schedule Status Sheet," Project Controls schedule dated February 4, 2021.
49.00	Have the Project A improvements, as built, increased capacity and reduced congestion?	Att. A, p. 7, Project A	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. The project added capacity with a second carpool lane and reduced congestion upon construction completion as identified during the environmental phase.
50.00	Project B						
51.00	Have new lanes been built and interchanges improved on the Santa Ana Freeway (I-5) between the Costa Mesa freeway (SR-55) to El Toro "Y"?	Att. A, p. 7, Project B	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>The environmental phase for the project was completed in January 2020. The project was split into two segments for design and construction. Final Design for Segment 1 (I-405 to Yale Avenue) began in October 2021 and Segment 2 (Yale Avenue to SR-55) began in May 2021. Both segments are anticipated to begin construction in 2026.</p> <p>Please reference: "FB101 Final Environmental Schedule Status Sheet," dated February 1, 2020.</p>
52.00	Have the Project B improvements as built increased capacity and reduced congestion?	Att. A, p. 7, Project B	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Item 51.00. The project will add capacity with one additional general-purpose lane in each direction and relieve congestion upon construction completion as identified during the environmental phase.
53.00	Project C						
54.00	Have Santa Ana Freeway (I-5) improvements south of the El Toro "Y" been built with:	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Items 54.01 to 54.02.
54.01	New lanes from the vicinity of the El Toro Interchange in Lake Forest to the vicinity of SR-73 in Mission Viejo?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Not yet required	Rose Casey	The I-5, SR-73 to El Toro Road project (including interchange improvements at Avery Parkway and La Paz Road) completed the environmental phase in May 2014. The project was divided into three segments for design and construction. All three segments are currently under construction. This project adds a general-purpose lane in each direction, extends the second HOV lane in both directions from El Toro Road to Alicia Parkway, reconstructs the La Paz Road and Avery Parkway interchanges, and adds auxiliary lanes where needed.

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							<p>Segment 1, I-5 between SR-73 and Oso Parkway (including improvements to Avery Parkway Interchange): Construction began in February 2020 and is anticipated to be complete in late 2024. Please Reference: "FC102 Project Plans, pgs. 0001-1351," dated May 13, 2019. "FC102 Information Handout," dated August 26, 2019. "FC102 Notice to Bidders and Special Provisions," dated August 26, 2019. "FC102 Project Plans, Addendum 01," dated September 25, 2019. "FC102 Project Plans, Addendum 02," dated October 8, 2019. "FC102 Project Plans, Addendum 03," dated October 10, 2019.</p> <p>Segment 2, I-5 between Oso Parkway and Alicia Parkway (including improvements to La Paz Interchange): construction began in April 2019 and is anticipated to be complete in late 2024. Please Reference: "FC105 Project Plans, pgs. 0001-1494," dated June 4, 2018. "FC105 Information Handout," dated November 5, 2018. "FC105 Notice to Bidders and Special Provisions," dated November 5, 2018. "FC105 Project Plans, Addendum 01," dated December 20, 2018. "FC105 Project Plans, Addendum 02," dated January 4, 2019. "FC105 Project Plans, Addendum 03," dated January 10, 2019. "FC105 Project Plans, Addendum 04," dated January 14, 2019.</p> <p>Segment 3, I-5 between Alicia Parkway and El Toro Road: Construction began in January 2021 and is anticipated to be complete in late 2024. Please Reference: "FC106 Project Plans, pgs. 0001-1119," dated March 30, 2020. "FC106 Information Handout," dated May 11, 2020. "FC106 Notice to Bidders and Special Provisions," dated May 11, 2020. "FC106 Project Plans, Addendum 01," dated June 23, 2020. "FC106 Project Plans, Addendum 02," dated June 25, 2020.</p>

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54.02	New lanes between Pacific Coast Highway and Avenida Pico?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Completed	Rose Casey	<p>Yes. The I-5, Avenida Pico to San Juan Creek Road (including interchange improvements at Avenida Pico) was divided into three segments for design and construction. This project added a new HOV lane in both directions of I-5 between PCH and Avenida Pico, reconstructed the Avenida Pico Interchange, and reconstructed on- and off-ramps along the project area. Construction on all three segments are complete.</p> <p>Segment 1, I-5, Avenida Pico to Avenida Vista Hermosa project (including interchange improvements at Avenida Pico): Construction began in December 2014 and was completed in August 2018. Please reference: "FC101 Project Plans, pgs. 001-635," dated March 10, 2014. "FC101 Information Handout," dated September 2, 2014. "FC101 Notice to Bidders and Special Provisions," dated September 2, 2014. "FC101 Project Plans, Addendum 01," dated October 13, 2014. "FC101 Final Project Schedule Status Sheet," Project Controls schedule dated October 16, 2018.</p> <p>Segment 2, I-5, Avenida Vista Hermosa to PCH: Construction began in July 2014 and was completed in July 2017. Please reference: "FC103 Project Plans, pgs. 001-780," dated August 26, 2013. "FC103 Information Handout," dated February 3, 2014. "FC103 Notice to Bidders and Special Provisions," dated February 3, 2014. "FC103 Project Plans, Addendum 01," dated March 14, 2014. "FC103 Project Plans, Addendum 02," dated March 17, 2014. "FC103 Project Plans, Addendum 03," dated April 7, 2014. "FC103 Final Project Schedule Status Sheet," Project Controls schedule dated August 17, 2017.</p> <p>Segment 3, I-5, PCH to San Juan Creek Road: Construction began in December 2013 and was completed in July 2018. Please reference:</p>

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							"FC104 Project Plans, pgs. 001-595," dated April 29, 2013. "FC104 Information Handout," dated August 19, 2013. "FC104 Notice to Bidders and Special Provisions," dated August 19, 2013. "FC104 Project Plans, Addendum 01," dated September 27, 2013. "FC104 Project Plans, Addendum 02," dated October 18, 2013. "FC104 Final Project Schedule Status Sheet," Project Controls schedule dated September 17, 2018.
54.03	Major improvements at local interchanges as determined in Project D?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Not yet required	Rose Casey	Avenida Pico, Avery Parkway and La Paz Road are incorporated into project C. (See notes in Items 54.01 and 54.02 for main the latest status which includes these interchanges and notes in Item 56.00 for remaining interchanges.)
55.00	Have the Project C improvements as built increased capacity and reduced congestion?	Att. A, p. 8, Project C	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Items 54.01 and 54.02. The I-5 HOV Improvement projects (between San Juan Creek Road and Avenida Pico) increased capacity and reduced congestion as identified during the environmental phase. The additional general purpose lane to be added in each direction from SR-73 to El Toro Road will also relieve congestion once constructed.
56.00	Project D						
57.00	Have key I-5 interchanges such as Avenida Pico, Ortega Highway, Avery Parkway, La Paz Road, El Toro Road, and others been updated and improved to relieve street congestion around older interchanges and on ramps?	Att. A, p. 8, Project D	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Items 54.01 and 54.02 for status of Avenida Pico, Avery Parkway and La Paz Road interchanges. I-5, Ortega Highway Interchange: Construction began in September 2012 and completed in January 2016. Please reference: "FD101 Project Plans, pgs. 001-515," dated April 9, 2012. "FD101 Information Handout," dated June 4, 2012. "FD101 Notice to Bidders and Special Provisions," dated June 4, 2012. "FD101 Project Plans, Addendum 01," dated July 2, 2012. "FD101 Project Plans, Addendum 02," dated July 19, 2012. "FD101 Project Plans, Addendum 03," dated July 20, 2012. "FD101 Final Project Schedule Status Sheet," Project Controls Schedule dated February 19, 2016. I-5, El Toro Road Interchange: The environmental phase began in April 2017. In December 2019, the completion of the environmental phase

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							had been stalled due to lack of consensus on an alternative with the stakeholder cities. OCTA, in conjunction with Caltrans and the cities, completed an Alternatives Assessment, which identified two new Alternatives that were agreed to by Caltrans and staff from all cities. In May 2022, the Board received a presentation on the results of the Alternatives Assessment Study and approved in August 2022 to move forward with two new alternatives. Environmental work is anticipated to restart in January 2023. Please reference: "Update on Interstate 5/El Toro Road Interchange Project," dated May 9, 2022. "Amendment to Cooperative Agreement with California Department of Transportation for Preparation of the Project Report and Environmental Document for the Interstate 5/El toro Road Interchange Project," dated August 8, 2022.
58.00	Project E						
59.00	Have interchange improvements on the Garden Grove Freeway (SR-22) been constructed at the following interchanges:	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. This project was completed in 2007. Improvements were made to the three interchanges listed below to reduce freeway and street congestion in the area. The project was completed early as a "bonus project" provided by the original Measure M. Please reference: "F7100 EA 0J9601 SR-22 As Built Plans Approved"
59.01	Euclid Street?	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. See notes in Item 59.00.
59.02	Brookhurst Street?	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. See notes in Item 59.00.
59.03	Harbor Boulevard?	Att. A, p. 9, Project E	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. See notes in Item 59.00.
60.00	Project F						

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61.00	Have new lanes, including merging lanes to smooth traffic, been added to the Costa Mesa Freeway (SR-55) between SR-22 and I-405 generally constructed within existing ROW?	Att. A, p. 9, Project F	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>There are two segments for Project F.</p> <p>SR-55, I-405 and I-5: Construction began in June 2022 and is anticipated to be complete in early 2027. The project will generally be constructed within the existing ROW; however, ROW is required at 33 properties. Please reference: "FF101 Project Plans, pgs. 0001-2208," dated August 23, 2021. "FF101 Information Handout," dated December 6, 2021. "FF101 Notice to Bidders and Special Provisions," dated December 6, 2021. "FF101 Project Plans, Addendum 01," dated December 22, 2021. "FF101 Project Plans, Addendum 02," dated January 28, 2022. "FF101 Project Plans, Addendum 03," dated February 9, 2022. "FF101 Project Plans, Addendum 04," dated February 25, 2022.</p> <p>SR-55, I-5 and SR-91: The environmental phase began in January 2017 and completed in March 2020. Final design began in August 2022. Construction is anticipated to begin in 2026. Please reference: "FF102 SR-55, I-5 to SR-91 Project Report," dated March 30, 2020.</p>
62.00	Have operational improvements been made to the SR-55 between SR-91 and SR-22?	Att. A, p. 9, Project F	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Item 61.00. Operations will improve upon construction completion as identified during the environmental phase.
63.00	Have these improvements increased freeway capacity and reduced congestion?	Att. A, p. 9, Project F	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Item 61.00. These improvements will increase capacity reduce congestion upon construction completion as identified during the environmental phase.
64.00	Project G						
65.00	Have the following improvements been made to the Orange Freeway (SR-57):	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>There are a total of five project segments for Project G: Orangewood Avenue to Katella Avenue, Katella Avenue to Lincoln Avenue, Orangethorpe Avenue to Yorba Linda Boulevard, Yorba Linda Boulevard to Lambert Road, and Lambert Road to the Los Angeles County line. Operational improvements will also be made to the Lambert Road interchange.</p> <p>See notes in Items 65.01 to 65.03.</p>

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65.01	A new northbound lane between Orangewood Avenue and Lambert Road?	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>See notes in Item 65.00.</p> <p>SR-57 northbound, Katella Avenue to Lincoln Avenue: Construction began in November 2011 and completed in April 2015. Please reference: "FG101 Project Plans, pgs. 001-527," dated April 18, 2011. "FG101 Information Handout," dated July 18, 2011. "FG101 Notice to Bidders and Special Provisions," dated July 18, 2011. "FG101 Project Plans, Addendum 01," dated August 22, 2011. "FG101 Project Plans, Addendum 02," dated August 26, 2011. "FG101 Project Plans, Addendum 03," dated August 30, 2011. "FG101 Final Project Schedule Status Sheet," Project Controls schedule dated May 18, 2015.</p> <p>SR-57 northbound, Orangethorpe Avenue to Yorba Linda Boulevard: Construction began in October 2010 and completed in November 2014. Please reference: "FG102 Project Plans, pgs. 001-100," dated December 14, 2009. The Project Plans were split into several files. Pages 101 to 960 can be found in the Document Center. "FG102 Information Handout," dated May 10, 2010. "FG102 Notice to Bidders and Special Provisions," dated May 10, 2010. "FG102 Project Plans, Addendum 01," dated June 14, 2010. "FG102 Project Plans, Addendum 01 – Plans," dated June 14, 2010. "FG102 Project Plans, Addendum 02," dated August 2, 2013. "FG102 Final Project Schedule Status Sheet," Project Control's schedule dated December 15, 2014.</p> <p>For SR-57 northbound, Yorba Linda Boulevard to Lambert Road: Construction began in November 2010 and completed in May 2014. Please reference: "FG103 Project Plans, pgs. 001-100," dated January 25, 2010. The Project Plans were split into several documents. Pages 101 to 856 can be found in the Document Center. "FG103 Information Handout," dated May 24, 2010.</p>

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							<p>"FG103 Notice to Bidders and Special Provisions," dated May 24, 2010. "FG103 Project Plans, Addendum 01," dated May 28, 2010. "FG103 Project Plans, Addendum 02," dated June 30, 2010. "FG103 Project Plans, Addendum 02 – Plans," dated June 20, 2010. "FG103 Project Plans, Addendum 03," dated July 9, 2010. "FG103 Final Project Schedule Status Sheet," Project Control's schedule dated June 17, 2014.</p> <p>SR-57 northbound, Orangewood Avenue to Katella Avenue: The environmental phase was completed in March 2019. Final Design began in March 2022 and is anticipated to begin construction in 2025. Please reference: "FG104 Project Study Report," dated March 29, 2019.</p>
65.02	Improvements to the Lambert Interchange?	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Not yet required	Rose Casey	See notes in Item 65.00. The lead agency for the Lambert Road interchange project is the City of Brea. The project is currently in construction and anticipated to be complete in late 2023. "Plans Sheets" can be found on Caltrans' website using Contract No. 12-OC1104, Invitation for Bids dated February 13, 2019.
65.03	Addition of a northbound truck climbing lane between Lambert Road and Tonner Canyon?	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Not yet required	Rose Casey, Dan Phu	See notes in Item 65.00. The fifth project on SR-57 includes improvements to the Lambert Road interchange (see above – 65.02) and a northbound truck climbing lane between Lambert Road and Tonner Canyon Road. The Environmental phase for this project is anticipated to begin in the near future and once completed, the design and construction schedules will be determined.
66.00	Have these improvements increased freeway capacity and reduced congestion?	Att. A, p. 10, Project G	Capital Programs - Highways	30-year	Not yet required	Rose Casey	The three completed segments of northbound lanes on SR-57 from Katella Avenue to Lincoln Avenue and Orangethorpe Avenue to Lambert Road have increased capacity with the addition of a general-purpose lane and reduced congestion as identified during the environmental phase. The remaining projects will increase capacity and relieve congestion upon construction completion as identified during the environmental phase. See notes in Items 65.01 to 65.03.
67.00	Project H						
68.00	Have improvements been made on the Riverside Freeway (SR-91) from the I-5 to the SR-57?	Att. A, p. 11, Project H	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. This project provided an additional general-purpose lane in the westbound direction by connecting existing auxiliary lanes through the interchanges within the project limits to create a fourth continuous

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							westbound general-purpose lane. Westbound auxiliary lanes will be placed or added and exit ramps were modified to two-lane exit ramps. Construction began on in February 2013, and completed in June 2016. Please reference: "FH101 Project Plans, pgs. 001-885," dated August 13, 2012. "FH101 Information Handout," dated October 1, 2012. "FH101 Notice to Bidders and Special Provisions," Invitation for Bids dated October 1, 2012. "FH101 Project Plans, Addendum 01," dated November 7, 2012. "FH101 Project Plans, Addendum 02," dated November 26, 2012. "FH101 Final Project Schedule Status Sheet," Project Controls Schedule dated July 19, 2016.
68.01	Has capacity been added in the westbound direction?	Att. A, p. 11, Project H	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. Capacity was provided in the westbound direction as identified during the environmental phase. See notes in Item 68.00.
68.02	Have operational improvements been provided at on and off ramps?	Att. A, p. 11, Project H	Capital Programs - Highways	30-year	Completed	Rose Casey	Yes. Operational improvements were provided at on- and off-ramps with the addition of auxiliary lanes. See notes in Item 68.00.
69.00	Project I						
70.00	On the Riverside Freeway (SR-91) from the SR-57 to the SR-55, has the interchange complex been improved, including nearby local interchanges such as Tustin Avenue and Lakeview Avenue?	Att. A, p. 11, Project I	Capital Programs - Highways	30-year	Not yet required	Rose Casey	There are two projects for Project I: the portion between SR-55 and Tustin Avenue, which was completed in July 2016, and the portion from west of State College Boulevard to east of Lakeview Avenue, which provides SR-91 freeway mainline widening in the eastbound direction, and modifications to various interchanges, connectors, ramps, and intersections. The project was split into three segments for the design and construction phases. The design phase for all three segments was initiated in 2020. See notes in Item 71.00.
71.00	On the SR-91, has capacity been added between the SR-55 and the SR-57?	Att. A, p. 11, Project I	Capital Programs - Highways	30-year	Not yet required	Rose Casey	SR-91, SR-55 to Tustin Avenue: This project added a westbound auxiliary lane from the westbound SR-55/ westbound SR-91 connector to Tustin Avenue off-ramp and an exit bypass lane on westbound SR-91 to Tustin Avenue off-ramp. Construction began in November 2013 and completed in July 2016.

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							<p>Please reference: “FI102 Project Plans, pgs. 001-357,” dated April 15, 2013. “FI102 Information Handout,” dated June 17, 2013. “FI102 Notice to Bidders and Special Provisions,” dated June 17, 2013. “FI102 Project Plans, Addendum 01,” dated July 26, 2013. “FI102 Project Plans, Addendum 02,” dated August 2, 2013. “FI102 Final Project Schedule Status Sheet,” dated August 16, 2016.</p> <p>The environmental phase of the SR-91, SR-55 to SR-57 project began in January 2015 and completed in June 2020. This project was broken into three segments for the design and construction phases. These phases will be funded using net excess 91 Express Lanes revenue as directed by the Board on November 14, 2016. The 91 Express Lanes revenue accelerates project completion, reducing risk and escalation cost.</p> <p>Segment 1, SR-91, SR-55 to Lakeview Avenue: This project will provide westbound operational improvements including the realignment of the existing westbound SR-91 on- and off-ramps and the addition of a new on-ramp from Lakeview Avenue overcrossing bridge to connect direction to southbound SR-55. Design began in March 2020 and is anticipated to begin construction in 2024.</p> <p>Segment 2, SR-91, La Palma Avenue to SR-55: This project will provide an additional eastbound general purpose lane, replace the eastbound shoulder, and restore auxiliary lanes as needed throughout the project limits. Design began in June 2020 and is anticipated to begin construction in 2025.</p> <p>Segment 3: SR-91 Acacia Street to La Palma Avenue: This project will provide westbound operational improvements by adding a fourth general purpose lane along westbound SR-91 from the northbound SR-57 to westbound SR-91 connector, extend the southbound SR-57 to westbound SR-91 connector auxiliary lane through the State College Boulevard interchange. Design began in November 2020 and is anticipated to begin construction in 2025.</p>

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							Please reference: "M2 Delivery Plan – Next 10," dated November 14, 2016. "M2 Updated Next 10 Delivery Plan," dated November 13, 2017. "M2 2018 Update: Next 10 Delivery Plan," dated September 10, 2018. "M2 2019 Update: Next 10 Delivery Plan," dated November 11, 2019. "FI103 Final Project Report," dated June 24, 2020.
72.00	Project J						
73.00	Have up to four new lanes on SR-91 between State Route 241 (SR-241) and the Riverside County Line been added?	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Not yet required	Rose Casey	There are three project segments for Project J. SR-91 eastbound, SR-241 to SR-71: This project added one eastbound lane. Construction began in September 2009 and was completed in January 2011. Please reference: "FJ100 Project Plans, pgs. 001-717," dated March 9, 2009. "FJ100 Notice to Bidders and Special Provisions," dated June 8, 2009. "FJ100 Project Plans, Addendum 01," dated June 19, 2009. "FJ100 Project Plans, Addendum 02," dated July 14, 2009. "FJ100 Project Plans, Addendum 03," dated July 27, 2009. "FJ100 Final Project Schedule Status Sheet," dated February 24, 2011. SR-91, SR-55 to SR-241: This project added one new lane in both directions and improved key interchanges. Construction began in May 2011 and was completed in March 2013. Please reference: "FJ101 Project Plans, pgs. 001-100," dated October 25, 2010. The Project Plans were split into several files. Pages 101 to 949 can be found in the Document Center. "FJ101 Information Handout," dated February 22, 2011. "FJ101 Notice to Bidders and Special Provisions," dated February 22, 2011. "FJ101 Project Plans, Addendum 01," dated March 25, 2011. "FJ101 Project Plans, Addendum 01 – Plans," dated March 25, 2011. "FJ101 Project Plans, Addendum 02," dated April 7, 2011. "FJ101 Final Project Schedule Status Sheet," dated April 15, 2013.

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							<p>SR-91, SR-241 to SR-71: This project will add a sixth lane to match up with an additional lane to be added by RCTC from the County line to SR-71. OCTA and RCTC are working together ensuring synchronization between the two counties. See notes in Item 75.00 for a link to the latest SR-91 Implementation Plan. Construction on the sixth lane in the westbound direction as part of the SR-91 Corridor Operations Project (COP) between Green River Road and SR-241 was completed in January 2022. An alternatives analysis study of the eastbound direction began in May 2020 to better understand possible improvements given the difficult topography and other constraints. The alternatives analysis report was completed in April 2022. RCTC is leading the effort to proceed with the environmental phase of the eastbound SR-91 COP project. These efforts are anticipated to begin in January 2023.</p> <p>Please reference: "Riverside County Transportation Commission Update on Ongoing Projects in the State Route 91 Corridor," dated March 4, 2022.</p>
74.00	<p>Was the following taken into consideration: Making best use of available freeway property, adding reversible lanes, building elevated sections, and improving connections to SR-241?</p>	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>When a project goes through the environmental phase, all viable alternatives are considered, and the best alternative is determined at that time. This is true for this project. OCTA is also working with the Transportation Corridor Agencies, who is the named lead on the design and construction of the SR-91/SR-241 Direct Connector Project.</p> <p>Please reference: "Framework for Implementation of the State Route 241/91 Express Lanes Connector," dated October 28, 2019.</p>
75.00	<p>Were the projects constructed with similar coordinated improvements in Riverside County extending to I-15 with the funding for those in Riverside County paid for from other sources?</p>	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>Yes. The SR-91 Implementation Plan, required by the state legislature to be updated annually, requires coordination between the two counties. Orange County and Riverside County are working cooperatively on all SR-91 projects. Project improvements within Riverside County limits are not paid for by Measure M.</p> <p>Please reference: "Draft 2022 State Route 91 Implementation Plan," dated June 13, 2022.</p>
76.00	<p>Also, was one new lane added in each direction on SR-91 between SR-241 and SR-55 and were the interchanges improved?</p>	Att. A, p. 12, Project J	Capital Programs - Highways	30-year	Completed	Rose Casey	<p>Yes. This project was completed in March 2013. Improvements to the Lakeview Avenue Interchange, Imperial Highway and Weir Canyon were included in this project. See notes in Item 73.00.</p>

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77.00	Project K						
78.00	Have new lanes been added to the San Diego Freeway (I-405) between the I-605 and the SR-55?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Modified; Not yet required	Rose Casey	<p>On October 22, 2012, the Board recommended Alternative 1 from the EIR/EIS, which adds a general purpose lane in each direction on I-405 between Euclid Street and I-605, as the preferred alternative. On December 9, 2013, the Board reaffirmed the recommendation of Alternative 1 and directed that the alternative be built in a manner that does not preclude additional freeway capacity in the future. On July 25, 2014, Caltrans recommended that OCTA select the alternative that would add an additional lane of capacity to be combined with the HOV lanes on I-405 from SR-73 to I-605 in addition to the general purpose lanes previously recommended by OCTA. On September 22, 2014, the Board reasserted its position and directed staff to proceed with the M2 commitment to add one general purpose lane in each direction.</p> <p>The environmental phase was completed in May 2015. OCTA is implementing the preferred alternative using the design-build delivery method and will acquire all necessary ROW. The addition of one general-purpose lane in each direction on I-405 from Euclid Street to I-605 is M2 Project K. The addition of a second lane in the median, which when combined with the existing HOV lane, becomes the two-lane express facility in each direction, will be funded with non-M2 funding sources. The Board awarded the design-build construction contract in November 2016. Construction began in January 2017. Substantial completion and opening of the 405 Express Lanes are anticipated in late 2023.</p> <p>Please reference the following staff reports: "Selection of Locally Preferred Alternative for the I-405 Improvement Project Between SR-55 and I-605," dated October 22, 2012. "Update on the I-405 Improvement Project," dated December 9, 2013. "Update on the I- 405 Improvement Project Between SR-55 and I-605," dated September 22, 2014.</p>
79.00	Has the project made best use of available freeway property, updated interchanges and widened all local overcrossings according to city and regional master plans?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Not yet required	Rose Casey	<p>Yes. The majority of the ROW needed are temporary construction easements and some partial fee acquisitions. Local interchanges and overcrossings will be improved and widened according to city and regional master plans. Design of the local facilities has been closely coordinated with each corridor city.</p>

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80.00	Have the improvements been coordinated with other planned I-405 improvements in the I-405/SR-22/I-605 interchange area to the north and I-405/SR-73 improvements to the south?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Not yet required	Rose Casey	Yes. The I-405 improvements have been coordinated with the West County Connector improvements at the I-405/SR-22/I-605 interchange that have been completed. There will be a direct connector linking the I-405 Express Lanes with SR-73 to the south.
81.00	Have the improvements adhered to recommendations of the Interstate 405 Major Investment Study adopted by the Board of Directors on October 14, 2005?	Att. A, p. 13, Project K	Capital Programs - Highways	30-year	Not yet required	Rose Casey	Yes. The improvements will add one general-purpose lane in each direction as recommended in the I-405 Major Investment Study.
82.00	Project L						
83.00	Have new lanes been added to the San Diego Freeway (I-405) between the SR-55 and the I-5?	Att. A, p. 14, Project L	Capital Programs - Highways	30-year	Not yet required	Rose Casey	A project study report was completed in 2013. The environmental phase began in December 2014 and was completed in August 2018. 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 public. Additionally, a significant Caltrans safety project is scheduled to take place within the Project L project limits and will require additional coordination. Please reference: "M2 Delivery Plan – Next 10," dated November 14, 2016. "M2 Updated Next 10 Delivery Plan," dated November 13, 2017. "M2 2018 Update: Next 10 Delivery Plan," dated September 10, 2018. "M2 2019 Update: Next 10 Delivery Plan," dated November 11, 2019. "M2 2020 Update: Next 10 Delivery Plan," dated April 12, 2021. "M2 2021 Update: Next 10 Delivery Plan," dated December 13, 2021. "M2 2022 Update: Next 10 Delivery Plan," dated November 14, 2022. "FL101 Final Project Report," dated September 5, 2018.
84.00	Have chokepoints at interchanges been improved and merging lanes added near on/off ramps such as Lake Forest Drive, Irvine Center Drive and SR-133 to improve the overall freeway operations in the I405/I-5 El Toro "Y" area?	Att. A, p. 14, Project L	Capital Programs - Highways	30-year	Not yet required	Rose Casey	The project includes on- and off-ramp realignment at various locations, as well as auxiliary lanes between on- and off-ramps where required. See notes in Item 83.00.
85.00	Project M						
86.00	Have freeway access and arterial connections to I-605 serving the communities of Los Alamitos and Cypress been improved?	Att. A, p. 15, Project M	Capital Programs – Highways	30-year	Not yet required	Rose Casey	The project study report was approved in May 2015. The environmental phase began in August 2016 and was completed in October 2018. Final design began in December 2020 with construction anticipated to begin in mid-2024.

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							"Final Project Report," dated November 8, 2018.
87.00	Has the project been coordinated with other planned improvements to the SR-22 and I-405?	Att. A, p. 15, Project M	Capital Programs - Highways	30-year	Not yet required	Rose Casey	The project takes into consideration the I-405 Design-Build construction project and other projects as identified during the environmental phase.
88.00	Project N						
89.00	Are basic freeway service patrols available Monday through Friday during peak commute hours?	Att. A, p. 15, Project N	Executive Office	30-year	Done to date	Patrick Sampson	<p>Yes. Freeway Service Patrol (FSP) operates service on all Orange County Freeways during peak commute hours. Midday and weekend service was added in June 2012, and construction service to support the widening of the I-405 was added in July 2018.</p> <p>A statewide benefit/cost analysis is performed annually and is incorporated into future service planning. Recent modifications include reallocating service hours from peak hour to midday service to address changes in commute traffic patterns. Four contracted tow companies provide FSP service through agreements that were competitively procured. Current FSP agreements provide FSP services through December 1, 2023, and October 2, 2027.</p> <p>Please reference: "Agreements for Freeway Service Patrol Services," dated March 8, 2021.</p> <p>M2 funds supplement Caltrans State Highway Account (SHA), Caltrans Road Repair and Recovery Act of 2017 (SB1), and Orange County Service Authority for Freeway Emergencies (SAFE) funds as the last dollars in, to ensure that appropriate service levels are maintained.</p>
90.00	Requirements for Eligible Jurisdictions						
91.00	In order to be eligible to receive Net Revenues, has each jurisdiction satisfied the following requirements:	Att. B, Sec. III.A	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	See notes in Items 91.01 to 91.18.
91.01	Complied with the conditions and requirements of the Orange County Congestion Management Program (CMP)?	Att. B, Sec. III.A.1	Planning	Recurring	Done to date	Adriann Cardoso/	Yes. Required in odd years only. This requirement was submitted to OCTA and was presented to the Board on December 13, 2021, as part of the Annual Eligibility Review. The next CMP submittal is due in 2023.

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						Charvalen Alacar	Please reference: "M2 Annual Eligibility Review," dated December 13, 2021.
91.02	Assessed traffic impacts of new development and required new development to pay a fair share of improvements attributable to it?	Att. B, pp B-7 to 10, Sec. III.A.2	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required biennially except when there is an updated mitigation fee program. This requirement was submitted to OCTA and was presented to the Board on December 13, 2021, as part of the Annual Eligibility Review. The next submittal is due in 2023 unless there is an updated mitigation fee program. Please reference: "M2 Annual Eligibility Review," dated December 13, 2021.
91.03	Adopted and maintained a Circulation Element of its General Plan consistent with the MPAH?	Att. B, Sec. III.A.3	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required biennially. This requirement was submitted to OCTA and was presented to the Board on December 13, 2021, as part of the Annual Eligibility Review. The next submittal is due in 2023. Please reference: "M2 Annual Eligibility Review," dated December 13, 2021.
91.04	Adopted and updated biennially a six-year Capital Improvement Program that includes all capital transportation projects?	Att. B, Sec. III.A.4	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. OCTA requires an annual seven-year CIP. This requirement was submitted to OCTA and was presented to the Board on November 14, 2022, as part of the Annual Eligibility Review. Please reference: "M2 Annual Eligibility Review," dated November 14, 2022.
91.05	Participated in Traffic Forums as described in Attachment B?	Att. B, Sec. III.A.5	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is an annual requirement. Local jurisdictions must attend at least one traffic forum on an annual basis to remain eligible for M2 net revenues. This requirement was presented to the Board on November 14, 2022, as part of the Annual Eligibility Review. Please reference: "M2 Annual Eligibility Review," dated November 14, 2022.
91.06	Adopted and maintained a Local Traffic Signal Synchronization Plan that identifies signalization street routes and signals; a three-year plan showing costs, available funding and phasing of capital, operations and maintenance of the street routes and traffic signals; and included information on how the street routes and signals may be synchronized with signals and routes in adjoining jurisdictions; and is consistent with the Traffic Signal Synchronization Master Plan?	Att. B, Sec. III.A.6	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required every three years. This requirement was adopted by local jurisdictions' governing bodies and was presented to the Board on December 14, 2020, as part of the Annual Eligibility Review. The next submittal is due in 2023. Please reference: "M2 Annual Eligibility Review," dated December 14, 2020.

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91.07	Adopted and updated biennially a Pavement Management Plan (PMP) and issued, using a common format approved by the Authority, a report every two years regarding the status of road pavement conditions and implementation of the Pavement Management Plan?	Att. B, Sec. III.A.7	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. 14 jurisdictions update PMPs on odd-year cycle, while 21 jurisdictions update on an even-year cycle as part of the M2 Annual Eligibility Review. Even-year cycle reports were presented to the Board on November 14, 2022, as part of the M2 Annual Eligibility Review. Odd-year cycle reports were presented to the Board on December 13, 2021. All prior reports to date have been submitted and approved per the requirements and noted in the previous year's tracking matrix. Please reference: "M2 Annual Eligibility Review," dated December 13, 2021 (for odd-year agencies). "M2 Annual Eligibility Review," dated November 14, 2022 (for even-year agencies).
91.08	Has the Authority, in consultation with the Eligible Jurisdictions, defined a countywide management method to inventory, analyze and evaluate road pavement conditions and a common method to measure improvement of road pavement conditions?	Att. B, Sec. III.A.7.a	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Countywide Pavement Management Program Guidelines which implement Att. B, Sec. III. A.7.a. b. and c. were developed by OCTA staff in consultation with the Technical Advisory Committee and approved by the Board on May 24, 2010. The PMP guidelines were last revised and approved by the Board on March 14, 2022. Please reference: "Fiscal Year 2022-23 Updates to the M2 Eligibility and Pavement Management Plan Guidelines," dated March 14, 2022.
91.09	Included in its PMP: -Current status of pavement on roads -Six-year plan for road maintenance and rehabilitation, including projects and funding -Projected road conditions resulting from the maintenance and rehabilitation plan -Alternative strategies and costs necessary to improve road pavement conditions	Att. B, Sec. III.A.7.b-c	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. All local jurisdictions have adopted PMPs fully compliant with Att. B, Sec. III. A. 7, inclusive. All prior reports to date have been submitted and approved per the requirements and noted in previous year tracking matrices. Please reference: "M2 Annual Eligibility Review," dated December 13, 2021 (for odd-year agencies). "M2 Annual Eligibility Review," dated November 14, 2022 (for even-year agencies).
91.10	Adopted an annual Expenditure Report to account for Net Revenues, developer/traffic impact fees, and funds expended	Att. B, Sec. III.A.8	Planning	Recurring	Done to date	Adriann Cardoso/	Yes. The Board was presented with the Annual Expenditure Reports for FY 2020-21 on June 13, 2022, for all local jurisdictions.

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	by the Eligible Jurisdiction which satisfy the MOE requirements?					Charvalen Alacar	Please reference: "M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports," dated June 13, 2022.
91.11	Submitted the Expenditure Report by the end of six months following the end of the jurisdiction's FY and included all Net Revenue fund balances and interest earned, and expenditures identified by type and program and project?	Att. B, Sec. III.A.8	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. All local agencies have submitted the expenditure reports by the end of six months following the end of the jurisdiction's FY. Please reference: "M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports," dated June 13, 2022. Expenditure Reports for FY 2021-22 are due to OCTA by December 31, 2022, and will be presented to the AER Subcommittee and TOC in March/April of 2023 and are anticipated to be approved by the Board in June of 2023.
91.12	Provided the Authority with a Project Final Report within six months following completion of a project funded with Net Revenues?	Att. B, Sec. III.A.9	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. An ongoing monitoring report is tracked frequently and uploaded annually to the M2 Document Center. Please reference: "2022 M2 Eligibility Compliance - 180 Day Tracking Report."
91.13	Agreed that Net Revenues for Regional Capacity Program projects and Traffic Signal Synchronization Program projects shall be expended or encumbered no later than the end of the FY for which the Net Revenues are programmed, subject to extensions?	Att. B, Sec. III.A.10.a	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Net revenues are being expended and encumbered as required. They are monitored through the M2 Master Tracker Database and the Semi-Annual Review (SAR) Process.
91.14	Any requests for extensions of the encumbrance deadline for no more than 24 months were submitted to the Authority no less than 90 days prior to the deadline?	Att. B, Sec. III.A.10.a	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. These requests are monitored through the M2 Master Tracker Database and the SAR Process.

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91.15	Agreed that Net Revenues for any program or project other than Regional Capacity Program projects or Traffic Signal Synchronization Program projects shall be expended or encumbered within three years of receipt, subject to extension?	Att. B, Sec. III.A.10.b	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Net revenues are being expended and encumbered consistent with these requirements. They are monitored through the M2 Master Tracker Database and the SAR Process.
91.16	Agreed that if the above time limits were not satisfied, to return to the Authority any retained Net Revenues and interest earned on them to be available for allocation to any project within the same source?	Att. B, Sec. III.A.10.c	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Local agencies that did not meet the three-year expenditure deadline were not paid for expenditures incurred beyond the expenditure deadline. This is continuously monitored via Local Program's payment processes and also documented in the M2 Master Tracker Database. To date, all agencies have not run into this issue. As a result, no SMP and LFS funds have been returned with interest.
91.17	Annually certified MOE requirements of Ordinance No. 3, Sec. 6?	Att. B, Sec. III.A.11	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. The Board approved the annual expenditure reports for 35 local agencies on June 13, 2022. Please reference: "M2 Eligibility Review Recommendations for Fiscal Year 2020-21 Expenditure Reports," dated June 13, 2022.</p> <p>On May 13, 2019, for the first time during the life of Measure M or M2, the Board found two cities ineligible to receive M2 revenues. Both the City of Stanton and the City of Santa Ana failed to satisfy the eligibility requirement of meeting the minimum MOE, a level of local streets and roads discretionary expenditures. As a result, net M2 payments for the two cities were suspended until the cities re-established eligibility by demonstrating compliance through an audit of M2-related expenditures for FY 2018-19. As part of the compliance requirement, the FY 2018-19 MOE requirements were increased by the amount that the Cities fell short in meeting the FY 2017-18 audit. Please reference: "M2 Eligibility for the City of Stanton," and "M2 Eligibility for the City of Santa Ana," dated May 13, 2019.</p>

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							A second audit was completed in early 2020 by the OCTA Internal Auditor and determined that both cities met their FY 2018-19 MOE requirement which includes additional MOE expenditures to make up for the shortfall identified in OCTA's original FY 2017-18 audit. On April 13, 2020, the Board reinstated the cities of Stanton and Santa Ana's eligibility to receive net M2 funds. Please reference: "M2 Eligibility for the City of Stanton," and "M2 Eligibility for the City of Santa Ana," dated April 13, 2020.
91.18	Agreed that Net Revenues were not used to supplant developer funding which has or will be committed for any transportation project?	Att. B, Sec. III.A.12	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required annually. This was last presented to the Board for approval on November 14, 2022, as part of the Annual Eligibility Review. Please reference: "M2 Annual Eligibility Review," dated November 14, 2022.
91.19	Considered as part of its General Plan, land use planning strategies that accommodate transit and non-motorized transportation?	Att. B, Sec. III.A.13	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. This is required annually. This was last presented to the Board for approval on November 14, 2022, as part of the Annual Eligibility Review. Please reference: "M2 Annual Eligibility Review," dated November 14, 2022.
92.00	Requirements Related to Specific Streets and Roads Projects						
93.00	Project O - Regional Capacity Program						
94.00	Prior to the allocation of Net Revenues for any Street and Road Project, has the Authority, in cooperation with affected agencies, determined the entity(ies) to be responsible for the maintenance and operation thereof, utilizing maintenance and operating agreements with each agency receiving streets and roads funding?	Att. B, Sec. II.C	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. OCTA relies on California Streets and Highways Code Sections 900-909 and 1800-1813 for Counties and Cities, respectively, which establishes the authority and obligations of local agencies to construct, maintain, and operate local streets and roads. For road projects implemented by OCTA on behalf of local agencies (e.g., select grade separations), OCTA enters cooperative agreements for construction and maintenance prior to implementation. Please reference: C-9-0413 Anaheim; C-9-0412 Placentia; C-9-0576 Fullerton
95.00	Has each eligible jurisdiction contributed local matching funds equal to 50 percent of Project O project or program costs?	Att. A, p. 18, Project O and Att. B, p. B-12, Sec. V.A.1	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Except when a match reduction has been approved. Funding recommendations for the 2022 call for projects (call) were approved by the Board on May 9, 2022. Additional information on each fund source and percentage is available online on OC Fund Tracker. Please reference: "Comprehensive Transportation Funding Programs (CTFP) - 2022 Call Programming Recommendations," dated May 9, 2022.

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96.00	Alternatively, have jurisdictions who qualified for a ten- and/or five-percent reductions as provided in Attachment B met those reduced match level requirements?	Att. A, p. 18, Project O and Att. B, Sec. V.A.1.a-c	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Funding recommendations for the 2022 call were approved by the Board on May 9, 2022. Additional information on each fund source and percentage is available online on OC Fund Tracker. Please reference: “CTFP - 2022 Call Programming Recommendations,” dated May 9, 2022.
97.00	Has a countywide competitive procedure for Project O been adopted by the Authority?	Att. B, Sec. V.A.2	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Board approved the revised the CTFP Guidelines and issued the 2023 CTFP annual call on August 8, 2022. Please reference: “Release 2023 Annual Call for M2 CTFP,” dated August 8, 2022.
98.00	Have eligible Jurisdictions been consulted by the Authority in establishing criteria for determining priority for Project O allocations?	Att. B, Sec. V.A.2	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Technical Advisory Committee (TAC) recommended approval of modifications to the 2023 CTFP Guidelines on June 22, 2022, prior to the Board’s action in August. Please reference: “TAC Agenda Packet,” dated June 22, 2022. “TAC Agenda Packet,” dated November 9, 2022, for the June 22, 2022 meeting minutes.
99.00	Has funding under Project O been provided for construction of railroad over or underpass grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe Railroad in northern Orange County?	Att. A, p. 18, Project O	Capital Programs, Planning	30-year	Done	Rose Casey & Adriann Cardoso	Yes. The Board authorized use of \$152.6 million in M2 funds as match for Trade Corridor Improvements Fund funding for seven grade separation projects. Please reference: “Capital Programming Update,” dated June 13, 2022. All seven grade separations have been completed and are open to traffic. Please reference: “OC Bridges Railroad Grade Separation Completion,” staff presentation dated December 11, 2017.
100.00	Project P - Regional Traffic Signal Synchronization Program						
101.00	Have the Cities, the County of Orange and Caltrans, as required, worked together to prepare a common Traffic Signal Synchronization Master Plan and the necessary governance and legal arrangements before receiving funds, and has the Authority adopted and maintained the Master Plan which was a part of the MPAH?	Att. A, p. 19, Project P and Att. B, Sec. V.B.1	Planning	One-time, start-up	Done	Anup Kulkarni	Yes. Please reference: “Guidelines for the Preparation of the Local Signal Synchronization Plans,” dated July 26, 2010.

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102.00	Does the Master Plan include synchronization of street routes and traffic signals within and across jurisdictional boundaries and the means of implementing, operating, and maintaining the programs and projects including necessary governance and legal arrangements?	Att. A, p. 19, Project P and Att. B,V.B.1	Planning	One-time, start-up	Done	Anup Kulkarni	Yes. Please reference: " Guidelines for the Preparation of the Local Signal Synchronization Plans ," dated July 26, 2010.
103.00	Has a countywide, competitive procedure been adopted by the Authority in consultation with eligible jurisdictions in establishing criteria for determining priority for allocations?	Att. B, Sec. V.B.2.a	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Procedures are developed by staff in consultation with the local jurisdictions and then approved by the Board for each call with the priority for allocation updated as well. Please reference: " Release 2023 Annual Call for M2 CTFP ," dated August 8, 2022, see "CTFP Guidelines – 2023 Call for Projects," chapter 8 in Attachment B.
104.00	Has the Authority given priority to programs and projects which include two or more jurisdictions?	Att. B, Sec. V.B.2.b	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Please reference: " Release 2023 Annual Call for M2 CTFP ," dated August 8, 2022, see "CTFP Guidelines – 2023 Call," chapter 8, page 8-18 in Attachment B.
105.00	Has the Authority encouraged the State to participate in the Regional Traffic Signal Synchronization Program and given priority to use of transportation funds as match for the State's discretionary funds used for implementing Project P?	Att. B, Sec. V.B.2.c	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Project P allows state participation and allows for match to be fulfilled with both in-kind and cash. Match beyond 20 percent (including State discretionary funds) is provided additional priority in the evaluation. Please reference: " Release 2023 Annual Call for M2 CTFP ," dated August 8, 2022, see "CTFP Guidelines – 2023 Call," chapter 8, page 8-5, 8-18, and 8-21 in Attachment B.
106.00	Has each local jurisdiction contributed matching local funds equal to 20 percent of the program or project cost? (May be satisfied all or in part with in-kind services provided by the Eligible Jurisdiction including salaries and benefits)	Att. A, p. 19, Project P and Att. B,V.B.3	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Project P requires a minimum 20 percent match. Please reference: " Release 2023 Annual Call for M2 CTFP ," dated August 8, 2022, see "CTFP Guidelines – 2023 Call," chapter 8, page 8-21 in Attachment B.
107.00	Has the project provided funding for ongoing maintenance and operation of the synchronization plan?	Att. A, p. 19, Project P	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Project P requires ongoing maintenance and monitoring of the synchronization and provides funding for this task. Please reference: " Release 2023 Annual Call for M2 CTFP ," dated August 8, 2022, see "CTFP Guidelines – 2023 Call," chapter 8, page 8-2 in Attachment B.
108.00	Have local jurisdictions publicly reported on the status and performance of their signal synchronization efforts at least every three years?	Att. A, p. 19, Project P and	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Status and performance of their signal synchronization efforts were reported in the Local Signal Synchronization Plan Updates that were completed June 30, 2020. The next submittal is due June 2023.

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		Att. B, Sec. V.B.4					Please reference: "M2 Annual Eligibility Review," dated December 14, 2020.
109.00	Has signal equipment to give emergency vehicles priority at intersections been an eligible expense for projects implemented as part of this program?	Att. A, p. 19, Project P	Planning	Recurring	Done to date	Anup Kulkarni	Yes. Project P includes signal equipment to give emergency vehicles priority at intersections as an eligible expense. Please reference: "Release 2023 Annual Call for M2 CTFP," dated August 8, 2022, see "CTFP Guidelines – 2023 Call," chapter 8, page 8-15 in Attachment B.
110.00	Have eligible jurisdictions and Caltrans, with the County of Orange and the Orange County Division of League of Cities, established boundaries for Traffic Forums?	Att. B, Sec. III.A.5	Planning	Recurring	Done to date	Anup Kulkarni	Yes. See the guidelines for the preparation of the original Local Signal Synchronization Plans that went to the Board on July 26, 2010, and also see the latest annual eligibility guidelines from March 14, 2022. Please reference: "Guidelines for the Preparation of the Local Signal Synchronization Plans," dated July 26, 2010. "Revisions to the M2 Eligibility Guidelines," dated March 14, 2022.
111.00	Project Q - Local Fair Share Program						
112.00	Are Local Fair Share funds distributed by a formula that accounts for the following factors and weightings: - Population - 50%? - Street mileage - 25%? - Amount of sales tax collection in each jurisdiction - 25%?	Att. A, p. 20, Project Q Att. B, Sec. 5.C.1-3	Planning, F&A	Recurring	Done to date	Sean Murdock	Yes. See General Accounting payments for Local Fair Share funds for FY 2020-21. Also see the Agreed-Upon Procedures to the M2 Status Report for FY 2021-22 related to Local Fair Share disbursements. Please reference: "FY 2021-22 Project Q Local Fair Share Payments" "FY 2021-22 Single Audit and Agreed-Upon Procedures Reports," Attachment D, dated February 13, 2023.
113.00	General Requirements Related to Transit Projects						
114.00	Have Metrolink extensions been evaluated against well-defined and well-known criteria detailed in the Renewed Measure M Transportation Investment Plan?	Att. A, p.23, Project S	Operations (for Project S)	Recurring	Done to date	Johnny Dunning, Jim Beil & Adriann Cardoso/ Charvalen Alacar	Yes. The Board approved Project S funding guidelines for fixed guideway projects on September 13, 2010. Project S guidelines for Bus and Station Van Extension projects were approved by the Board on December 12, 2011. Please reference: "M2 Project S Funding Guidelines for Preliminary Engineering (Guideways Only)," dated September 13, 2010. "Project S 2012 Guidelines for Bus and Station Van Extension Projects," dated December 12, 2011.

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115.00	Has the Authority made every effort to maximize state and federal transit dollars?	Att. B, Sec. II.B.1	Planning	Recurring	Done to date	Adriann Cardoso	Yes. Consistent with Board of Directors approved programming policies, OCTA has maximized state and federal transit dollars for rail capital projects, as well as rail rehab projects. To date, OCTA has programmed \$342 million in state, \$867 million in federal and \$89 million in other local funds which will be used for rail capital projects in place of M2 funds. A regular review of project funding and status occurs monthly, and all programming actions are made in accordance with the Board policies to maximize state and federal funding. Please reference: "Securing State and Federal Formula Funds for Highway, Transit, and Complete Streets Priority Projects," dated December 12, 2022.
116.00	Prior to the allocation of Net Revenues for a Transit Project, has the Authority obtained a written agreement from the appropriate jurisdiction that the project will be constructed, operated, and maintained to minimum standards acceptable to the Authority?	Att. B, Sec. II.B.2	Operations & Capital Programs (for Project V)	Recurring	Done to date	Johnny Dunning & Adriann Cardoso/Charvalen Alacar	Yes. As transit projects are approved for development and/or funding by the Board to be implemented or in any way augmented by OCTA or Board-approved funding, necessary agreements are entered into with each jurisdiction to define roles and responsibilities during project phases as well as post-completion. At any given time, there are multiple agreements in place for projects. To date, there are active agreements in place for all funded capital projects. See example such as the Orange Transportation Center Parking Structure contract C-3-2065 . Agreements for all transit projects can be found in the M2 Document Center.
117.00	Requirements Related to Specific Transit Projects						
118.00	Has a series of new, well-coordinated, flexible transportation systems, each one customized to the unique transportation vision the station serves, been developed?	Att. A, p. 21 - General Transit, Att. A, p. 23, Project S	Capital Programs & Operations (for Project S)	30-year	Not yet required	Jim Beil & Adriann Cardoso/Charvalen Alacar	Yes. The Board approved the Project S funding guidelines on September 13, 2010, and December 12, 2011 (See notes in Item 114.00). On November 22, 2010, the Board evaluated and awarded Project S funds to the City of Anaheim and the City of Santa Ana for preliminary engineering of fixed-guideway projects. However, on June 27, 2016, the Board approved an amendment to Agreement (C-1-3115) with City of Anaheim to conclude all planning efforts on their fixed-guideway project. The Santa Ana-Garden Grove OC Streetcar project has an executed Full Funding Grant Agreement with FTA and is in the construction phase. On July 23, 2012, four rubber-tire projects were approved for the first call. Three projects were cancelled and one (City of Anaheim) was implemented and completed (as of June 30, 2020). The

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							<p>City of Anaheim project has continued (as of July 1, 2020) under a Project V grant. No other rubber-tire project calls are anticipated at this time. Please reference:</p> <p>"M2 Project S Programming Recommendations," dated November 22, 2010.</p> <p>"Project S Bus and Station Van Extension – 2012 Call Programming Recommendations," dated July 23, 2012.</p> <p>"CTFP SAR – September 2015," dated December 14, 2015.</p> <p>"Anaheim Rapid Connection and Future Transit Connectivity to OC Streetcar," dated June 27, 2016.</p>
119.00	Project R - High Frequency Metrolink Service						
120.00	<p>Has Project R increased rail services within the county and provided frequent Metrolink service north of Fullerton to Los Angeles?</p>	<p>Att. A, p. 23, Project R</p>	<p>Operations</p>	<p>30-year</p>	<p>Done to date</p>	<p>Johnny Dunning</p>	<p>Yes. Through the completion of the Metrolink Service Expansion Program (MSEP) capital activities, additional service has been added, providing more intra-county trains. MSEP improvements have added infrastructure to support as many as 76 trains a day, but the Comprehensive Business Plan currently shows that only 59 are sustainable based on projected revenues and operating funds, and that number has been added over the past several years. Ten intra-county trains and two Inland Empire-OC trains have been added since July 2011.</p> <p>Effective October 14, 2019, two of the existing MSEP trains serving Laguna Niguel to Fullerton were extended to serve Los Angeles. A new round trip on the 91 Line was also implemented, providing additional service between Los Angeles and Riverside via Fullerton.</p> <p>In March 2020, all Metrolink services were impacted by the statewide enforcement of stay-at-home orders that resulted from the COVID-19 pandemic. Metrolink implemented temporary service reductions in March and November 2020 due to the decline in ridership. In April 2022, Metrolink partially restored some service in response to customer feedback and demand for more train trips. As of December 31, 2022, the three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) are operating 45 weekday trains, a 17 percent reduction from the 54 daily trains being run prior to</p>

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							<p>the pandemic. As ridership continues to recover, Metrolink and OCTA will continue to reassess the service needs in Orange County. Please reference: “Metrolink Service Expansion Program Update,” dated November 26, 2012. “Proposed Fiscal Year 2019-20 (FY20) Southern California Regional Rail Authority Budget,” dated May 13, 2019. “Metrolink Update – Performance Overview, COVID-19 Response, Budget Development,” dated May 11, 2020. “Metrolink FY 2021-22 Performance Report,” dated October 24, 2022.</p>
121.00	<p>Has Project R provided for track improvements, more trains, and other related needs to accommodate the expanded service?</p>	Att. A, p. 23, Project R	Capital Programs - Rail	30-year	Done to date	Jim Beil	<p>Yes. Project R has made numerous improvements to passenger rail infrastructure, with more on the way. This is an ongoing program of improvements as needed, based on available Project R and state and federal funding. Current projects include track, signal, and rail crossing improvements to enhance rail operations and safety. Construction of the Laguna Niguel to San Juan Capistrano passing siding was completed in November 2020, design for replacement of the San Juan Creek railroad bridge is underway, various safety and security improvements, and work to finalize a south County rail corridor climate change assessment was completed in January 2021. Project development began on numerous Metrolink Southern California Optimized Rail Service (SCORE) projects in Orange County which include numerous track and signal improvements to increase rail operations capacity. For 2022 status of Project R improvements, please reference: “Second Quarter FY 2022-23 Capital Action Plan Performance Metrics Report,” dated February 13, 2023.</p>
122.00	<p>Has the service included upgraded stations and added parking capacity; safety improvements and quiet zones along the tracks; and frequent shuttle service and other means to move arriving passengers to nearby destinations?</p>	Att. A, p. 23, Project R	Capital Programs - Rail	30-year	Done to date	Jim Beil/Megan Taylor	<p>Yes. Construction has been completed on the Orange Metrolink Station parking structure (February 2019), pedestrian access improvements to the undercrossing at Laguna Niguel/Mission Viejo (LN/MV) Station (September 2017), a new second elevator at the Fullerton Station (May 2019), lighting enhancements at San Clemente Pier (March 2017), and new and rehabilitated detectable tiles were installed on train platforms at all stations (June 2021). Project development is underway on a new Metrolink station in the City of Placentia,</p>

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							<p>construction is underway on additional passenger platforms and station track at Anaheim Canyon Station, and environmental clearance work began on the Irvine Station reconfiguration (which is part of the Metrolink SCORE program). The project is anticipated to be completed in January 2023.</p> <p>Please reference: "Second Quarter FY 2022-23 Capital Action Plan Performance Metrics Report," dated February 13, 2023.</p>
123.00	<p>Has Project R included funding for improving grade crossings and constructing over or underpasses at high volume streets that cross Metrolink tracks?</p>	Att. A, p. 23, Project R	Capital Programs - Rail	30-year	Awaiting Funding Availability	Jim Beil/Jason Lee	<p>Yes. Grade separation environmental documents are completed for the 17th Street grade separation project in Santa Ana, and State College Boulevard project in Anaheim. There are five other grade separations with PSR or PSR equivalents completed and awaiting funding to proceed further.</p>
124.00	<p>Project S - Transit Extensions to Metrolink</p>						
125.00	<p>Has a competitive program been established for local jurisdictions to broaden the reach of the rail system to other activity centers and communities?</p>	Att. A, p. 23, Project S	Planning	30-year	Done to date	Adriann Cardoso/Charvalen Alacar	<p>Yes. Project S Guidelines were developed for both fixed guideway and rubber tire projects and are included in OCTA's CTFP Guidelines which specifies the criteria for projects to be evaluated when competing for funding. The CTFP Guidelines are updated annually, with the latest revision to the Project S guidelines in August 2017.</p> <p>Please reference: "M2 CTFP – 2018 Annual Call," dated August 14, 2017.</p>
126.00	<p>Have proposals for extensions been developed and supported by local jurisdictions and evaluated against well-defined and well-known criteria as follows:</p> <ul style="list-style-type: none"> - Traffic congestion relief? - Project readiness with priority to projects that can be implemented within the first five years of the Plan? - Local funding commitments and the availability of right of way? - Proven ability to attract other financial partners, both public and private? - Cost-effectiveness? - Proximity to jobs and population centers? 	Att. A, p. 23, Project S	Planning	30-year	Done to date	Adriann Cardoso/Charvalen Alacar	<p>Yes. Following the criteria identified in the Ordinance as well as the guidelines specified for Project S in the CTFP Guidelines adopted by the Board, the first round of applications for fixed guideway funding were evaluated on November 22, 2010. The same process was followed for the Rubber Tire call under Project S. The Board approved the Project S Guidelines for the Bus and Station Extension Projects Linking to the Metrolink Corridor on December 12, 2011. All projects recommended to move forward and those not recommended to move forward are presented to the Board as part of the call programming recommendations staff reports. On June 27, 2016, the Board approved</p>

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	<ul style="list-style-type: none"> - Regional as well as local benefits? - Ease and simplicity of connections? - Compatible, approved land uses? - Safe and modern technology? - A sound, long-term operating plan? 						<p>an amendment to Agreement C-1-3115 with City of Anaheim to conclude all planning efforts on their fixed-guideway project. Please reference:</p> <p>"M2 Project S Funding Guidelines for Preliminary Engineering (Guideways Only)," dated September 13, 2010.</p> <p>"Project S 2012 Guidelines for Bus and Station Van Extension Projects," dated December 12, 2011.</p> <p>"Project S Bus and Station Van Extension - 2012 Call Programming Recommendations," dated July 23, 2012.</p> <p>"Fixed-Guideway Policy Decisions Overview," dated May 12, 2014.</p> <p>"Santa Ana/Garden Grove Fixed-Guideway Proposed Financial and Implementation Plans," dated August 11, 2014.</p> <p>"Memorandum of Understanding with the City of Santa Ana for the Santa Ana/Garden Grove Streetcar Project," dated July 13, 2015.</p> <p>"Anaheim Rapid Connection and Future Transit Connectivity to OC Streetcar," dated June 27, 2016.</p>
126.01	<p>Has Project S, as required, not been used to fund transit routes that are not directly connected to or that would be redundant to the core rail service on the Metrolink corridor?</p>	Att. A, p. 23, Project S	Planning	30-year	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Any Project S funds that have been approved by the Board have been consistent with the program guidelines and as such have only been made available for guideway projects and rubber tire projects that directly connect to an existing Metrolink station. On August 11, 2014, the Board approved the use of Project S funds for operations of fixed-guideway projects. The OC Streetcar Project funding plan (revised) was approved by the Board on July 9, 2018.</p> <p>Please reference the following for documentation of compliance:</p> <p>"M2 Project S Programming Recommendations," dated November 22, 2010.</p> <p>"M2 Project S Cooperative Agreements with Cities of Anaheim and Santa Ana for Funding the Preliminary Engineering Phase of Proposed Fixed-Guideway Systems," dated March 14, 2011.</p> <p>"Project S Bus and Station Van Extension - 2012 Call Programming Recommendations," dated July 23, 2012.</p>

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							<p>"Santa Ana/Garden Grove Fixed-Guideway Proposed Financial and Implementation Plans," dated August 11, 2014. "OC Streetcar Project Revised Funding Plan," dated July 9, 2018. "OC Streetcar Cost and Schedule Update," dated December 13, 2021.</p>
126.02	<p>Has the emphasis been on expanding access to the core rail system and on establishing connections to communities and major activity centers that are not immediately adjacent to the Metrolink corridor?</p>	Att. A, p. 23, Project S	Planning	30-year	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Planning activities completed to date have been done with an emphasis on expanding access to the core rail system and establishing connections to communities and major activity centers. The OC Streetcar alignment fits this criterion. A key aspect of that evaluation includes detailed study on passengers making connections at the existing stations. Please reference: "Completion of Milestones for the Santa Ana/Garden Grove Fixed-Guideway Project," dated September 22, 2014.</p>
126.03	<p>Have multiple transit projects been funded with no single project being awarded all the funding under this project?</p>	Att. A, p. 23, Project S	Planning	30-year	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. There have been two fixed-guideway projects and four rubber tire projects awarded funding by the Board. Currently one fixed guideway project concept is advancing through the program (OC Streetcar). The rubber tire services have either been completed, cancelled, or extended through Project V. Please reference the following for documentation of compliance: "M2 Project S Programming Recommendations," dated November 22, 2010. "Project S Bus and Station Van Extension - 2012 Call Programming Recommendations," dated July 23, 2012.</p>
127.00	<p>Have Eligible Jurisdictions, in order to be eligible to receive Net Revenues for Transit Extensions, executed written agreements between the Authority and eligible jurisdictions regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the Transit Extensions to Metrolink?</p>	Att. B, Sec. VI.A.2	Planning & Capital Programs - Rail	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Upon each award of funding from the Board, a cooperative agreement has been executed with each agency to define roles, responsibilities, and terms of funding. On March 14, 2011, and May 20, 2011, respectively, agreements were executed with the cities of Anaheim (C-1-2448) and Santa Ana (C-1-2447) to define roles and responsibilities related to funding the preliminary engineering phase of their respective proposed fixed-guideway projects (Anaheim Rapid Connection [ARC] and OC Streetcar).</p>

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							<p>On August 11, 2014, the Board authorized the CEO to negotiate and execute a cooperative agreement with the Cities of Santa Ana and Garden Grove to define roles and responsibilities for project development through construction of the OC Streetcar (Santa Ana/Garden Grove Fixed-Guideway Project). On August 1, 2015 and May 9, 2016, respectively, agreements were executed with the cities of Santa Ana (C-5-3583) and Garden Grove (C-5-3807) to define roles for the design phase of the OC Streetcar project. On March 17, 2017, an agreement was executed with the City of Santa Ana (C-6-1433) for use of public ROW for the construction, operations and maintenance of the OC Streetcar Project. On April 18, 2017 and May 8, 2017, respectively, agreements were executed with the cities of Santa Ana (C-6-1516) and Garden Grove (C-7-1556) to define roles for the construction phase of the OC Streetcar Project. On June 1, 2017, an amended and restated agreement was executed with the City of Santa Ana (C-94-859) for the Santa Ana Regional Transportation Center and the OC Streetcar.</p> <p>On December 14, 2016, an amendment was executed with the City of Anaheim (C-1-3115) to conclude all planning efforts on the ARC fixed-guideway project, and to determine OCTA would serve as the lead agency for any future phases of the project.</p> <p>For the Rubber Tire Program, Cooperative Agreements were established in 2012 with City of Anaheim (C-2-1668) and City of Lake Forest (C-2-1667). As of 2020, all agreements have either been cancelled or completed.</p> <p>Note: The Anaheim project was extended under the Project V program.</p>
128.00	<p>Has a countywide competitive procedure for Project S been prepared in consultation with eligible jurisdictions and adopted by the Authority which included an evaluation process and methodology applied equally to all candidate projects?</p>	Att. B, Sec. VI.B.3	Planning	One-time	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. Project S Guidelines were developed for both fixed guideway and rubber tire projects in consultation with local jurisdictions.</p> <p>On September 13, 2010, the Board approved Project S funding guidelines for fixed-guideway projects, and on November 22, 2010, the</p>

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							<p>Board evaluated and awarded funds to Anaheim and Santa Ana for preliminary engineering of fixed-guideway projects.</p> <p>The same process was followed for the rubber tire projects under Project S. On December 12, 2011, the Board approved the Project S Guidelines for the Bus and Station Extension Projects Linking to the Metrolink Corridor, and on July 23, 2012, funds were awarded to Anaheim and Lake Forest based on Board-approved criteria.</p> <p>Please reference: "M2 Project S Funding Guidelines for Preliminary Engineering (Guideways Only)," dated September 13, 2010. "M2 Project S Programming Recommendations," dated November 22, 2010. "Project S 2012 Guidelines for Bus and Station Van Extension Projects," dated December 12, 2011. "Project S Bus and Station Van Extension - 2012 Call Programming Recommendations," dated July 23, 2012.</p>
129.00	Project T - Convert Metrolink Stations to Regional Gateways						
130.00	<p>Has the program provided local improvements necessary to connect planned future high speed rail systems to stations on the Orange County Metrolink route?</p>	<p>Att. A, p. 24, Project T</p>	<p>Planning & Capital Programs - Rail</p>	<p>30-year</p>	<p>Completed</p>	<p>Jim Beil & Adriann Cardoso/ Charvalen Alacar</p>	<p>Yes. The Anaheim Regional Transportation Intermodal Center (ARTIC), designed to accommodate future High-Speed rail service and will serve as the southern terminus for the California High Speed Rail in Orange County, opened in December 2014.</p> <p>Upon completion, the Board moved the remainder of Project T funding to Project R and Project U.</p> <p>Please reference: "Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update," dated March 14, 2016.</p>

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131.00	Have eligible Jurisdictions, in order to be eligible to receive Net Revenues, executed written agreements with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation and maintenance of the facilities?	Att. B, Sec. VI.B.2	Capital Programs – Rail	Recurring	Completed	Jim Beil/George Olivo	Yes. As part of each project’s development process, OCTA enters into cooperative agreements with host cities. These agreements define roles and responsibilities for the representative phase as well as ongoing maintenance of improvements. All train stations have an operations agreement with the respective cities. The operations and maintenance agreement with the City of Anaheim (C-3-2137) was executed on December 31, 2014.
132.00	Has a countywide competitive procedure for Project T been prepared in consultation with eligible jurisdictions and adopted by the Authority which included an evaluation process and methodology applied equally to all candidate projects?	Att. B, Sec. VI.B.3	Planning	One-time	Completed	Adriann Cardoso/Charvalen Alacar	Yes. A call was issued in consultation with local jurisdictions and funds were awarded based on Board-approved criteria on January 26, 2009. Please reference: “Renewed Measure M Project T Funding Guidelines.” These guidelines were modified on February 14, 2011. Please reference: “M2 Project T Program Guideline Modifications.” On December 14, 2015, an Ordinance Amendment was approved by the Board to closeout Project T. Please reference: “Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program.”
133.00	Project U - Expand Mobility Choices for Seniors and Persons with Disabilities						
134.00	Has one percent of Net Revenues been allocated to the County to augment existing senior non-emergency medical transportation services funded with Tobacco Settlement funds?	Att. B, Sec. VI.C.3.a	F&A	Recurring	Done to date	Sean Murdock & Joanne Jacobsen	Yes. See General Accounting payments for SNEMT funds for FY 2021-22. Also see the Agreed-Upon Procedures to the M2 Status Report for FY 2022 related to Senior Non-Emergency Medical Transportation. Please reference: “FY 2021-22 M2 Project U SNEMT Payments” “FY 2021-22 Report on Agreed-Upon Procedures Applied to M2 Status Reports,” dated February 13, 2023.

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135.00	Has the County continued to fund these services in an amount equal to the same percentage of the total annual Tobacco Settlement funds received by the County?	Att. B, Sec. VI.C.3.a	F&A	Recurring	Done to Date	Sean Murdock & Joanne Jacobsen	Yes. The County is required to allocate at least 5.27% of Tobacco Settlement Revenue (TSR) funds to meet their MOE obligation under M2. The County allocation for FY 2021-22 was 5.27%. See supporting documentation from the County showing Measure H Tobacco Settlement Revenues allocated to SNEMT. Please reference: "FY 2021-22 SNEMT MOE Verification," correspondence dated January 25, 2023.
136.00	Have Net Revenues been annually allocated to the County in an amount no less than the Tobacco Settlement funds annually expended by the County for these services and no greater than one percent of Net Revenues plus any accrued interest?	Att. B, Sec. VI.C.3a	F&A	Recurring	Done to date	Sean Murdock & Joanne Jacobsen	Yes. The M2 SNEMT funding allocation to the County for FY 2021-22 of \$3,503,894 exceeded TSR funding of \$1,808,3999. Therefore, the M2 funding is no less than the TSR funding, and no more than 1% of net revenue as required under the Ordinance. Please reference: "FY 2021-22 M2 Project U SNEMT Payments" "FY 2021-22 SNEMT MOE Verification," correspondence dated January 25, 2023.
137.00	Has one percent of Net Revenues been allocated to continue and expand the Senior Mobility Program provided by the Authority in 2006 with allocations determined pursuant to criteria and requirements as adopted by the Authority?	Att. B, Sec. VI.C.3.b	F&A, Transit	Recurring	Done to date	Sean Murdock & Joanne Jacobsen	Yes. See General Accounting payments for SMP funds for FY 2021-22. Also see the Agreed-Upon Procedures applied to the FY 2022 M2 Status Report. Please reference: "FY 2021-22 Project U SMP Payments" "FY 2021-22 Report on Agreed-Upon Procedures Applied to M2 Status Reports," dated February 13, 2023.
138.00	Has one and forty-seven hundreds percent (Ordinance amendment on 12/14/15 to increase allocation from 1% to 1.47%) of Net Revenues been allocated to partially fund bus and ACCESS fares for seniors and persons with disabilities in an amount equal to the percentage of funding as of the effective date of the Ordinance and to partially fund train and other transit fares for seniors and persons with disabilities as determined by the Authority?	Att. B, Sec. VI.C.3.c	F&A, Transit	Recurring	Done to date	Sean Murdock & Joanne Jacobsen	Yes. See General Accounting Fare Stabilization Revenue Allocation chart. In addition to the 1%, the Board approved an amendment to the M2 Ordinance No. 3 on December 14, 2015 (updated on March 14, 2016), which increased the Fare Stabilization allocation from 1% to 1.47% of Net Revenues. Please reference: "M2 Fare Stabilization Update," dated June 23, 2014. "M2 Fare Stabilization Update," dated September 28, 2015. "Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan Amendment Update," dated March 14, 2016.

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							FY 2021-22 M2 Fare Stabilization Payments
139.00	In the event any Net Revenues to be allocated for seniors and persons with disabilities pursuant to the requirements of subsections a., b., and c. remain after the requirements are satisfied, have the remaining Net Revenues been allocated for other transit programs or projects for seniors and persons with disabilities as determined by the Authority?	Att. B, Sec. VI.C.3.d	F&A, Transit	Recurring	Not yet required	Sean Murdock	The requirements of each of the programs have not been satisfied, however, excess revenues for the programs will remain within each individual program to be used to pay for future program expenditures should the need arise.
140.00	Project V - Community Based Transit/Circulators						
141.00	Have all such projects [within Project V], in order to be considered for funding, met performance criteria for ridership, connection to bus and rail services, and financial viability?	Att. A, p. 25, Project V	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Per the Project V Guidelines adopted by the Board on October 14, 2019, performance criteria for ridership, connections to bus and rail services and financial viability were specifically required to be defined as part of the application process prior to competing and receiving funding. Due to the impacts of the COVID-19 pandemic and the need to re-focus the program on a cost per boarding metric, minimum performance criteria were revised by the Board on January 25, 2021. Please reference: "2020 Project V Community-Based Transit Circulators Program Guidelines and Call," dated October 14, 2019. "M2 Community-Based Transit Circulators Program Project V Ridership Report and Proposed Program Revisions," dated January 25, 2021.
142.00	Have all such projects been competitively bid?	Att. A, p. 25, Project V	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Per Project V Guidelines adopted by the Board, projects are required to follow competitive procedures including procurement. Local Agencies followed the procedures where applicable to the nature of their projects and procurement policies. Please reference: "2020 Project V Community-Based Transit Circulators Program Guidelines and Call," dated October 14, 2019.

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143.00	As a condition of being funded, have such projects been determined not to duplicate or compete with existing transit services?	Att. A, p. 25, Project V	Planning, Transit	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. OCTA staff evaluated all project applications before preparing final recommendations for the Board to ensure that proposed services would continue funding existing successful services, new special event services, expand new share-ride hailing options, and allow for future planning. The Board approved project allocations on April 13, 2020. OCTA staff will continue to monitor the projects to ensure that services funded with Project V do not duplicate existing transit services. Please reference: "2020 M2 Community-Based Transit Circulators (Project V) Call Programming Recommendations," dated April 13, 2020.
144.00	For any of its projects to be eligible for funding, has the Eligible Jurisdiction executed a written agreement with the Authority regarding the respective roles and responsibilities pertaining to construction, ownership, operation, and maintenance of the project?	Att. B, Sec. VI.D.2	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. OCTA executed Cooperative Funding Agreements with each local agency and identified roles and responsibilities pertaining to operation, construction, maintenance, and uses of the facilities and vehicles. All M2 funding agreements and Letter agreements are available in the M2 Document Center. A list of the corresponding contract numbers can be found in the Document Center. Please reference: "Project V Cooperative Agreements," dated December 6, 2022.
145.00	Have any allocations of Net Revenues to such projects been determined pursuant to a countywide competitive procedure adopted by the Authority?	Att. B, Sec. VI.D.3	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. The Board approved updated Project V Guidelines on October 14, 2019, and also issued a call on that date. Please reference: "2020 Project V Community-Based Transit Circulators Program Guidelines and Call," dated October 14, 2019.
146.00	Does the competitive procedure include an evaluation process and methodology applied equally to all candidate Community Based Transit/Circulator projects?	Att. B, Sec. VI.D.3	Planning	Recurring	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. See 2020 Project V Guidelines adopted by the Board on October 14, 2019. Please reference: "2020 Project V Community-Based Transit Circulators Program Guidelines and Call," dated October 14, 2019.
147.00	Have Eligible Jurisdictions been consulted by the Authority in the development of the evaluation process and methodology?	Att. B, Sec. VI.D.3	Planning	One-time	Done to date	Adriann Cardoso/ Charvalen Alacar	Yes. Typically, OCTA has requested letters of interest prior to Project V calls and holds workshops with interested parties to discuss potential changes to the guidelines prior to taking those guidelines to the Board. In the most recent cycle, two workshops were conducted in the Fall of

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							<p>2019 (September 16, 2019, and November 5, 2019). The first workshop was to further gauge county-wide level of interest in applying for a 2020 call, in addition to letters of interest received, and to gather feedback on potential CTFP Guidelines revisions. The second workshop was focused on providing guidance to local agencies to help them understand CTFP Guidelines revisions and provide feedback regarding application development, evaluation process and methodology.</p> <p>Please reference: "2020 Project V Community-Based Transit Circulators Program Guidelines and Call," dated October 14, 2019.</p>
148.00	Project W - Safe Transit Stops						
149.00	<p>Have amenities been provided at the 100 busiest transit stops across the County? Were they designed to ease transfer between bus lines and provide amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines?</p>	Att. A, p. 25, Project W	Planning	30-year	Done to date	Adriann Cardoso/ Charvalen Alacar	<p>Yes. The Board approved Project W CTFP Guidelines revisions and also approved the issuance of 2019 Project W call, in order to allocate funds for the Top 100 Busiest Stops in Orange County.</p> <p>Please reference: "2019 Project W Safe Stops Call," dated October 22, 2018.</p> <p>On June 24, 2019, the Board approved Project W funds for 36 stops.</p> <p>Please reference: "M2 Project W Safe Transit Stops – 2019 Programming Recommendations," dated June 24, 2019.</p> <p>Project W funding is eligible for projects that install new transit shelters at locations where there are no shelters present, and replace aging shelters, shade, and amenities that have become run down over time. The Board directed staff to issue another Project W call in 2020 to again consider the needs at the 100 busiest bus stops in order to ensure that all eligible entities have another opportunity to apply for funding and improve bus stops. On September 14, 2020, the Board approved a third allocation of Project W funds for 35 stops.</p> <p>Please reference: "M2 Project W Safe Transit Stops – 2020 Programming Recommendations," dated September 14, 2020.</p>

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							Please also reference: "M2 Project W Safe Transit Stops," dated March 10, 2014. "M2 Project W Safe Transit Stops – 2014 Programming Recommendations," dated July 14, 2014. "CTFP SAR – March 2015," dated June 8, 2015.
150.00	Requirements Related to Project X						
151.00	Have Environmental Cleanup funds been used on a countywide, competitive basis to meet federal Clean Water Act standards for controlling transportation-generated pollution as called for in Attachment A?	Att. A, p. 27, Project X	Planning	30-year	Done to date	Dan Phu	Yes. The Board has authorized several countywide competitive calls for both a Tier 1 and Tier 2 environmental cleanup program providing funding to improve water quality. To date, 12 rounds of funding under the Tier 1 grants program have been awarded by the Board. A total of 212 projects in the amount of over \$33 million have been awarded since 2011. There have been two rounds of funding under the Tier 2 grants program. A total of 22 projects in the amount of \$27.89 million have been awarded by the Board since 2013. To date, all Orange County cities plus the County of Orange have received funding under this program. The next Tier 1 call is anticipated in early 2023. As OCTA continues coordination efforts with the County to assist local jurisdictions in further developing Tier 2-type projects, it is anticipated that there may be sufficient funds to issue two calls during the next decade. Staff anticipates the next Tier 2 call in FY 2023-24, dependent on projected cash flow and local jurisdictions' interest in potential viable Tier 2 projects. For the most recent Tier 1 and Tier 2 guidelines, please reference: "M2 Environmental Cleanup Program – Tier 1 Call," dated March 14, 2022. "M2 Environmental Cleanup Allocation Program – Funding Program Guidelines Revisions and Tier 2 Grant Program Call," dated June 10, 2013.
152.00	Does the program augment, not replace existing transportation related water quality expenditures and emphasize high impact capital improvements over local operations and maintenance costs?	Att. A, p. 27, Project X	Planning	30-year	Done to date	Dan Phu	Yes. This requirement is specified in Chapter 11 of the CTFP guidelines. As a note, Chapter 11 of the CTFP guidelines gets periodic updates to improve on the process. Please reference: "M2 Environmental Cleanup Program – Tier 1 Call," dated March 14, 2022, see attached Guidelines Chapter 11.

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153.00	Has a comprehensive countywide capital improvement program for transportation related water quality improvements been developed?	Att. A, p. 27, Project X	Planning	One-time, start-up	Done	Dan Phu	Yes. The Board approved a two-tiered funding program for water quality improvement projects. These guidelines are incorporated into Chapter 11 of the CTFP guidelines. To date, 12 rounds of funding under the Tier 1 program and two rounds under the Tier 2 have been allocated for these purposes. Please reference: See notes in Item 151.00 for Tier 1 and Tier 2 Guideline Revisions and Call. M2 Environmental Cleanup Program – A Two-Tier Grant Funding Approach ,” dated May 24, 2010. “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022, see attached Guidelines Chapter 11.
154.00	Has a competitive grant process to award funds to the highest priority, most cost-effective projects been developed?	Att. A, p. 27, Project X	Planning	One-time, start-up	Done	Dan Phu	Yes. The Tier 1 and Tier 2 project evaluation criteria were adopted by the Board and integrated as Chapter 11 of the CTFP guidelines. As a note, Chapter 11 of the CTFP guidelines gets periodic updates to improve on the process. Please reference: “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022, see attached Guidelines Chapter 11.
155.00	Has a matching requirement to leverage federal, state, and local funds for water quality improvement been established?	Att. A, p. 27, Project X	Planning	One-time, start-up	Done	Dan Phu	Yes. The Tier 1 and Tier 2 project evaluation criteria were adopted by the Board. These matching requirements are specified in Chapter 11 of the CTFP guidelines. As a note, Chapter 11 of the CTFP guidelines gets periodic updates to improve on the process. Please reference: “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022, see attached Guidelines Chapter 11.
156.00	Has an MOE requirement been established to ensure that funds augment, not replace existing water quality programs?	Att. A, p. 27, Project X	Planning	One-time, start-up	Done	Dan Phu	Yes. These are specified in Chapter 11 of the CTFP guidelines. Also, this becomes part of the evaluation process for candidate projects. Please reference: “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022, see attached Guidelines Chapter 11.
157.00	Has there been annual reporting on actual expenditures and assessment of water quality benefits provided?	Att. A, p. 27, Project X	Planning, External Affairs	Recurring	Done to date	Dan Phu & Marissa Espino	Yes. Reports occur through the SAR Process. In addition, the ECAC has developed a database to estimate the trash removed by the funded Tier

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							1 and Tier 2 projects to report on benefits of the program. The update is provided annually to the ECAC and Board. Please reference: "M2 Environmental Cleanup Program -Tier 1 Call," dated March 14, 2022. "CTFP SAR - March 2022," dated July 11, 2022.
158.00	If there has been any misuse of these funds, have penalties been imposed?	Att. A, p. 27, Project X	Planning	Recurring	N/A	Dan Phu	Not applicable because there has been no finding of misuse of funds to date. Assessment of appropriate use occurs through the initial and final payment processes and SAR process.
159.00	Has an Environmental Cleanup Allocation Committee (ECAC), including the following 12 voting members, but not including any elected public officer, been established: <ul style="list-style-type: none"> - One representative of the County of Orange? - Five representatives of cities (one per supervisorial district)? - One representative of the Caltrans? - Two representatives of water or wastewater public entities? - One representative of the development industry? - One representative of private or non-profit organizations involved in water quality protection/enforcement matters? 	Att. B, Sec. VII.B.1.i-vii	Planning, External Affairs	Recurring	Done to date	Dan Phu & Marissa Espino	Yes. Creation of ECAC occurred in 2008. The initial roster was presented to the Board on August 25, 2008, as Attachment B to the Staff Report. ECAC members are recruited following the requirements upon any vacancies. Member rosters for each year are saved in the M2 Document Center. Please reference: "Status Report on Renewed Measure M Environmental Programs," dated August 25, 2008. "ECAC Roster 2022"
160.00	Does the ECAC also include one representative of the Santa Ana Regional Water Quality Control Board and one representative of the San Diego Regional Water Quality Control Board as non-voting members?	Att. B, Sec. VII.B.1.i-vii	Planning, External Affairs	Recurring	Done	Dan Phu	Yes. Creation of ECAC occurred in 2008. The initial roster was presented to the Board on August 25, 2008, as Attachment B to the Staff Report. Member rosters for each year are saved in the M2 Document Center. Please reference: "Status Report on Renewed Measure M Environmental Programs," dated August 25, 2008. "ECAC Roster 2022"
161.00	Has the Environmental Cleanup Allocation Committee recommended to the Authority for the Authority's adoption the following:	Att. B, Sec. VII.B.2.	Planning	One-time, start-up	Done	Dan Phu	See notes in Items 161.01 to 161.04.
161.01	A competitive grant process for the allocation of Environmental Cleanup Revenues as set forth in Attachment B.	Att. B, Sec. VII.B.2.a	Planning	One-time, start-up	Done	Dan Phu	Yes. The Environmental Cleanup Allocation Committee (ECAC) created guidelines that were approved by the Board on February 14, 2011. This is also included in Chapter 11 of the CTFP.

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							Please reference: “M2 Environmental Cleanup Allocation Program – Incorporation into the CTFP and Tier 1 Grant Program 2011 Call,” dated February 14, 2011. “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022, see attached Guidelines Chapter 11.
161.02	A process requiring that allocated Environmental Cleanup Revenues supplement and not supplant other applicable funding sources.	Att. B, Sec. VII.B.2.b	Planning	One-time, start-up	Done	Dan Phu	Yes. The ECAC ensures that as part of the application process that projects meet the criteria specified in the Ordinance. This is part of the guidelines which are included in Chapter 11 of the CTFP. Please reference: “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022, see attached Guidelines Chapter 11.
161.03	Allocation of Environmental Cleanup Revenues for proposed projects and programs.	Att. B, Sec. VII.B.2.c	Planning	Recurring	Done to date	Dan Phu	Yes. The ECAC reviews applications and makes recommendations on funding allocation, which is then approved by the Board. Please reference: “CTFP – Project X Tier 1 2022 Call Programming Recommendations,” dated November 14, 2022.
161.04	An annual reporting procedure and method to assess water quality benefits provided by the projects and programs.	Att. B, Sec. VII.B.2.d	Planning, External Affairs	Recurring	Done to date	Dan Phu	Yes. The ECAC has developed a database to estimate the trash removed by the funded Tier 1 and Tier 2 projects to report on benefits of the program. This is an ongoing process and the latest trash removal estimates are reported to the ECAC and Board annually in each Tier 1 call staff report, most recently on March 14, 2022. Please reference: “ECAC Agenda,” dated December 11, 2014. “OCTA M2 Tier 1 and Tier 2 – Potential Water Resources Benefits of Funded Projects Memo from Geosyntec Consultants,” dated April 22, 2015. “M2 Environmental Cleanup Program Updates and Next Steps,” dated December 11, 2017. “M2 Environmental Cleanup Program – Tier 1 Call,” dated March 14, 2022.
162.00	Safeguards and Audits						
163.00	The requirements listed in Attachment A page 28-29 are covered in other areas of the matrix as they relate to quarterly and annual reporting.	Att. A, p.28-29					

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164.00	Requirements Related to the Taxpayers Oversight Committee (TOC)						
165.00	Was a Taxpayers Oversight Committee established for the purpose of overseeing compliance with the Ordinance as specified in Attachment B, Section IV and organized and convened before any Revenues were collected or spent pursuant to the Ordinance?	Att. C, Sec. I	External Affairs	One-time, start-up	Done	Alice Rogan	Yes. The TOC updated the former procedures from the M1 COC to accommodate additional responsibilities under M2 in August 2008. Please reference: "TOC Agenda Packet," dated August 12, 2008.
166.00	Has the TOC been governed by its 11 members and the provisions relating to membership (including initial and ongoing appointment, geographic balance, terms, resignation, removal, reappointment, and vacancies) consistent with Attachment C of the Ordinance been followed?	Att. C, Secs. II, and III	External Affairs	Recurring	Done to date	Alice Rogan	Yes. The TOC is governed by 11 members and the provisions relating to membership (including initial and ongoing appointment, geographic balance, terms, resignation, removal, reappointment, and vacancies), are consistent with Attachment C of the Ordinance. Please reference: "TOC Member Terms Roster History (1997-2022)," dated December 6, 2022.
167.00	Has the Committee carried out the following duties and responsibilities:	Att. C, Sec. IV	External Affairs	Recurring		Alice Rogan	See notes in Items 167.01 to 167.11.
167.01	Did the initial Members of the TOC adopt procedural rules and regulations as are necessary to govern the conduct of Committee meetings as described in Attachment C?	Att. C, Sec. IV.A	External Affairs	One-time, start-up	Done	Alice Rogan	Yes. The TOC updated the former procedures from the M1 COC to accommodate additional responsibilities under M2 in August 2008. Please reference: "TOC Agenda Packet," dated August 12, 2008. "TOC Agenda Packet," dated October 14, 2008, for the August 12, 2008, meeting minutes. On June 14, 2016, the TOC updated the committee's Mission Statement and Policies and Procedures to remove responsibilities due to the close-out of M1. Please reference: "TOC Agenda Packet," dated June 14, 2016. "TOC Agenda Packet," dated August 9, 2016, for the June 14, 2016, meeting minutes.
167.02	Did the Committee approve by a vote of not less than 2/3 of all Committee members, any amendments to the Plan which	Att. C, Sec. IV.B	External Affairs	Recurring	Done to date	Alice Rogan	Yes. The TOC approved the first amendment to the M2 Transportation Investment Plan on October 9, 2012, and the third amendment on

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2022 Response
	changed the funding category, programs or projects identified on page 31 of the Plan?						November 10, 2015 (Ordinance amendments do not require TOC approval). Please reference: "Public Hearing to Amend the M2 Transportation Investment Plan for the Freeway Program," dated November 9, 2012 for Amendment #1. "Public Hearing to Amend the Renewed Measure M Local Transportation Authority Ordinance No. 3 and Transportation Investment Plan for the Transit Program," dated December 14, 2015 for Amendment #3.
167.03	Did the TOC receive and review, as a condition of eligibility for M2 funds, from each jurisdiction the following documents as defined in Att. B, Sec. I?	Att. C, Sec. IV.C and Att. B, Sec. III	Planning, External Affairs	Recurring	Done to date	Alice Rogan & Adriann Cardoso/Charvalen Alacar	The Annual Eligibility Review Subcommittee reviewed applicable eligibility requirements on September 27, 2022, and the full TOC approved them on October 11, 2022. Also see notes in Items 167.04 to 167.08 below. Please reference: "TOC Agenda Packet," dated October 11, 2022.
167.04	Congestion Management Program?	Att. C, Sec. IV.C.1 and Att. B, Sec. III.A.1	Planning, External Affairs	Recurring	Done to date	Alice Rogan & Adriann Cardoso/Charvalen Alacar	This is required on odd numbered years. The TOC reviewed the Congestion Management Program on October 12, 2021. Eligibility determination was presented to the Board on December 13, 2021, as part of the M2 Annual Eligibility Review. The next submittal is due in 2023. Please reference: "TOC Agenda Packet," dated October 12, 2021. "M2 Annual Eligibility Review," dated December 13, 2021.
167.05	Mitigation Fee Program?	Att. C, Sec. IV.C.2 and Att. B, Sec. III.A.2	Planning, External Affairs	Recurring	Done to date	Alice Rogan & Adriann Cardoso/Charvalen Alacar	This is required on a biennial basis. The TOC reviewed the Mitigation Fee Program on October 12, 2021. Eligibility determination was presented to the Board on December 13, 2021, as part of the M2 Annual Eligibility Review. The next submittal is due in 2023. Please reference: "TOC Agenda Packet," dated October 12, 2021. "M2 Annual Eligibility Review," dated December 13, 2021.

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2022 Response
167.06	Expenditure Report?	Att. C, Sec. IV.C.3 and Att. B, Sec. III.8	Finance and Administration, External Affairs	Recurring	Done to date	Alice Rogan & Sean Murdock	<p>Yes. The TOC reviewed the FY 2020-21 Expenditure Reports on April 12, 2022, for all 35 local agencies. Eligibility determination was presented to the Board on June 13, 2022. At the October 11, 2022, TOC meeting, all local agencies were found conditionally eligible to receive net M2 revenues for FY 2022-23. Eligibility determination was presented to the Board on November 14, 2022.</p> <p>Please reference: "TOC Agenda Packet," dated April 12, 2022. "M2 Eligibility Review Recommendations for FY 2020-21 Expenditure Reports," dated June 13, 2022. "TOC Agenda Packet," dated October 11, 2022. "M2 Annual Eligibility Review," dated November 14, 2022.</p>
167.07	Local Traffic Synchronization Plan?	Att. C, Sec. IV.C.4 and Att. B, Sec. III.A.6	Planning, External Affairs	Recurring	Done to date	Alice Rogan & Adriann Cardoso/Charvalen Alacar	<p>Yes. This is required every three years. The last Local Signal Synchronization Plan review was received and reviewed by the TOC on October 13, 2020, and was presented to the Board on December 14, 2020, as part of the Annual M2 Eligibility Review. The next submittal is due in 2023.</p> <p>Please reference: "TOC Agenda Packet," dated October 13, 2020. "M2 Annual Eligibility Review," dated December 14, 2020.</p>
167.08	Pavement Management Plan?	Att. C, Sec. IV.C.5 and Att. B, Sec. III.7	Planning, External Affairs	Recurring	Done to date	Alice Rogan & Adriann Cardoso/Charvalen Alacar	<p>Yes. 14 agencies update PMPs on odd-year cycle, while 21 agencies update on even-year cycle as part of the Annual Eligibility Review. The TOC reviewed the Pavement Management Plans for even-year agencies on October 11, 2022, and an Eligibility determination was presented to the Board on November 14, 2022, as part of the M2 Annual Eligibility Review. The TOC reviewed the Pavement Management Plans for odd-year agencies on October 12, 2021, and an eligibility determination was presented to the Board on December 13, 2021, as part of the M2 Annual Eligibility Review.</p> <p>Please reference:</p>

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Item	Description	Citation	Division Responsible	Timeframe	Status	Responsible Person (POC)	2022 Response
							<p>“TOC Agenda Packet,” dated October 11, 2022 (for even-year PMPs). “M2 Annual Eligibility Review,” dated November 14, 2022 (for even-year PMPs). “TOC Agenda Packet,” dated October 12, 2021 (for odd-year PMPs). “M2 Annual Eligibility Review,” dated December 13, 2021 (for odd-year PMPs).</p>
167.09	<p>Has the Committee reviewed yearly audits and held an annual hearing to determine whether the Authority is proceeding in accordance with the Plan?</p>	Att. C, Sec. IV.D	External Affairs	Recurring	Done to date	Alice Rogan	<p>Yes. The last Annual Hearing and Compliance Review was completed on June 14, 2022. Please reference: “TOC Agenda Packet,” dated June 14, 2022. “TOC M2 Annual Public Hearing Results and Compliance Findings,” dated June 14, 2022.</p>
167.10	<p>Has the Chair annually certified whether the Revenues have been spent in compliance with the Plan?</p>	Att. C, Sec. IV.D	External Affairs	Recurring	Done to date	Alice Rogan	<p>Yes. The last Annual Hearing and Compliance Review was completed on June 14, 2022. A memo from the TOC Chairman was presented to the Board on June 27, 2022. Please reference: “TOC Agenda Packet,” dated June 14, 2022. “TOC Measure M Annual Public Hearing Results and Compliance Findings,” dated June 27, 2022.</p>
167.11	<p>Has the Committee received and reviewed the performance assessment conducted by the Authority at least once every three years to review the performance of the Authority in carrying out the purposes of the Ordinance?</p>	Att. C, Sec. IV.E	External Affairs	Recurring	Done to date	Alice Rogan	<p>Yes. The TOC has received and reviewed the performance assessments conducted by the Authority at least once every three years to review the performance of the Authority in carrying out the purposes of the Ordinance. Please reference: “TOC Agenda Packet,” dated December 14, 2010. “TOC Agenda Packet,” dated April 9, 2013. “TOC Agenda Packet,” dated June 14, 2016. “TOC Agenda Packet,” dated April 9, 2019. “TOC Agenda Packet,” dated April 12, 2022.</p>