



| | | | Project Cost | | | | | Funding Sources / Revenue | | | | | | | | | | | | | |
|--|--|---|------------------------|------------------|---------------------|--------------------|--------------------|---------------------------|--------------------------|--------------------------|----------------------------|------------------------------|--------------------------------|-----------|------------|-----------|--------------------|---------------|------------|--|------------|
| John Wayne Airport Capital Improvement Program, Project Name | | | Dist | Cost Description | Budgeted FY 2025-26 | Planned FY 2026-27 | Planned FY 2027-28 | 3 yr. Total Project Cost | Estimated Future FY Cost | Entitlements (AIP Grant) | Discretionary (AIP Grant)* | Entitlements (BIL AIG Grant) | Discretionary (BIL ATP Grant)* | PFC** | GARBs | Other | JWA (Net Reserves) | Total Revenue | Comment | | |
| 1 | Aircraft Rescue and Fire Fighting Stormwater and Material Storage Improvements | 5 | Project Administration | 81,000 | - | - | 81,000 | | - | - | - | - | - | - | - | - | - | 1,751,000 | 1,751,000 | | |
| | | | A-E Services | 100,000 | - | - | 100,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Construction Contract | 1,500,000 | - | - | 1,500,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Project Support | - | - | - | - | | - | - | - | - | - | - | - | - | | | | | |
| | | | Contingency | 70,000 | - | - | 70,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Total Cost | 1,751,000 | - | - | 1,751,000 | | - | - | - | - | - | - | - | - | 1,751,000 | | | | 1,751,000 |
| 2 | Airfield Asphalt Pavement Improvements | 5 | Project Administration | 100,000 | - | - | 100,000 | | - | - | - | - | - | - | - | - | - | 3,355,000 | 3,355,000 | | |
| | | | A-E Services | 150,000 | - | - | 150,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Construction Contract | 2,930,000 | - | - | 2,930,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Project Support | 25,000 | - | - | 25,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Contingency | 150,000 | - | - | 150,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Total Cost | 3,355,000 | - | - | 3,355,000 | | - | - | - | - | - | - | - | - | 3,355,000 | | | | 3,355,000 |
| 3 | Airfield Pavement Marking Improvements | 5 | Project Administration | 81,000 | 79,000 | - | 160,000 | | 1,934,160 | - | - | - | - | 1,115,840 | - | - | - | - | 3,050,000 | ** JWA plans to include this project in a future PFC application to cover any cost not covered by grants. | |
| | | | A-E Services | 125,000 | 225,000 | - | 350,000 | | | - | - | - | - | | - | - | - | | | | |
| | | | Construction Contract | 1,200,000 | 1,200,000 | - | 2,400,000 | | | - | - | - | - | | - | - | - | | | | - |
| | | | Project Support | - | - | - | - | | | - | - | - | - | | - | - | - | | | | - |
| | | | Contingency | 70,000 | 70,000 | - | 140,000 | | | - | - | - | - | | - | - | - | | | | - |
| | | | Total Cost | 1,476,000 | 1,574,000 | - | 3,050,000 | | | - | 1,934,160 | - | - | | - | 1,115,840 | - | | | | - |
| 4 | Airfield Runway 2L/20R Rehabilitation | 5 | Project Administration | 200,000 | 200,000 | 200,000 | 600,000 | | 4,200,000 | 16,631,459 | - | - | - | - | - | - | - | - | 27,103,930 | Project costs continued in future fiscal years. * JWA plans to apply for discretionary grants from the FAA, which are not guaranteed. ** A future PFC application will address any cost not covered by grants. | |
| | | | A-E Services | 550,000 | 920,560 | 803,560 | 2,274,120 | | | | - | - | - | - | - | - | - | | | | |
| | | | Construction Contract | - | - | 5,847,720 | 5,847,720 | | | | - | - | - | - | - | - | - | | | | - |
| | | | Project Support | - | - | 51,470 | 51,470 | | | | - | - | - | - | - | - | - | | | | - |
| | | | Contingency | - | 93,490 | 373,950 | 467,440 | | | | - | - | - | - | - | - | - | | | | - |
| | | | Total Cost | 750,000 | 1,214,050 | 7,276,700 | 9,240,750 | | | | 17,863,180 | 4,200,000 | 16,631,459 | - | - | 6,272,471 | - | | | | - |
| 5 | Airport Access Control System Improvements | 5 | Project Administration | - | 96,000 | 98,000 | 194,000 | | - | - | - | - | - | - | - | - | - | 1,142,750 | 4,571,000 | Project costs continued in future fiscal years. ** JWA plans to include this project in a future PFC application. | |
| | | | A-E Services | - | 245,000 | 300,000 | 545,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Construction Contract | - | 500,000 | 3,000,000 | 3,500,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Project Support | - | - | 52,000 | 52,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Contingency | - | 25,000 | 150,000 | 175,000 | | - | - | - | - | - | - | - | - | | | | | |
| | | | Total Cost | - | 866,000 | 3,600,000 | 4,466,000 | | 105,000 | - | - | - | - | 3,428,250 | - | - | - | | | | 4,571,000 |
| 6 | Airport Power Generation and Distribution Upgrades - Phase 1 | 5 | Project Administration | 296,000 | 304,000 | 150,000 | 750,000 | | - | - | 47,772,704 | - | - | - | - | - | - | 7,648,296 | 55,421,000 | | |
| | | | A-E Services | 1,009,000 | 856,000 | 300,000 | 2,165,000 | | - | - | | - | - | - | - | - | | | | | |
| | | | Construction Contract | 18,566,000 | 23,566,000 | 8,750,000 | 50,882,000 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Project Support | 213,000 | 75,000 | 75,000 | 363,000 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Contingency | 561,000 | 500,000 | 200,000 | 1,261,000 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Total Cost | 20,645,000 | 25,301,000 | 9,475,000 | 55,421,000 | | - | - | | - | 47,772,704 | - | - | - | - | | | | 7,648,296 |
| 7 | Airport Power Generation and Distribution Upgrades - Phase 2 | 5 | Project Administration | 296,000 | 304,000 | 311,000 | 911,000 | | - | - | 12,230,214 | - | - | - | - | - | - | 36,846,650 | 73,693,300 | Project costs continued in future fiscal years. ** JWA plans to include this project in a future PFC application to cover any cost not covered by grants. | |
| | | | A-E Services | 315,120 | 3,993,630 | 2,879,150 | 7,187,900 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Construction Contract | - | - | 11,345,010 | 11,345,010 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Project Support | - | - | 682,760 | 682,760 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Contingency | 105,040 | 264,710 | 684,870 | 1,054,620 | | - | - | | - | - | - | - | - | - | | | | |
| | | | Total Cost | 716,160 | 4,562,340 | 15,902,790 | 21,181,290 | | 52,512,010 | - | | - | 12,230,214 | - | 24,616,436 | - | - | | | | 36,846,650 |



| | | | Project Cost | | | | | Funding Sources / Revenue | | | | | | | | | | | |
|----|--|------|------------------------|---------------------|--------------------|--------------------|--------------------------|---------------------------|--------------------------|----------------------------|------------------------------|--------------------------------|------------|-----------|-------|--------------------|---------------|---|------------|
| | John Wayne Airport Capital Improvement Program, Project Name | Dist | Cost Description | Budgeted FY 2025-26 | Planned FY 2026-27 | Planned FY 2027-28 | 3 yr. Total Project Cost | Estimated Future FY Cost | Entitlements (AIP Grant) | Discretionary (AIP Grant)* | Entitlements (BIL AIG Grant) | Discretionary (BIL ATP Grant)* | PFC** | GARBs | Other | JWA (Net Reserves) | Total Revenue | Comment | |
| 8 | Airport Power Generation and Distribution Upgrades - Phase 3 Terminal Electrical Infrastructure Upgrades Project Description: The project consists of the replacement of aging electrical equipment in the terminal complex and at other airport facilities. Priority Criteria: B3, C3 Expected Delivery Method: Job Order Contracting / Construction Management At Risk | 5 | Project Administration | 194,000 | 199,000 | 204,000 | 597,000 | | - | - | - | - | - | - | - | 14,156,120 | 14,156,120 | Project costs continued in future fiscal years. | |
| | | | A-E Services | 150,000 | 586,000 | 183,000 | 919,000 | | - | - | - | - | - | - | | | | | |
| | | | Construction Contract | 1,927,500 | 2,331,000 | 597,000 | 4,855,500 | | - | - | - | - | - | - | | | | | |
| | | | Project Support | 62,500 | 75,500 | 19,500 | 157,500 | | - | - | - | - | - | - | | | | | |
| | | | Contingency | 164,500 | 199,000 | 51,000 | 414,500 | | - | - | - | - | - | - | | | | | |
| | | | Total Cost | 2,498,500 | 3,390,500 | 1,054,500 | 6,943,500 | | 7,212,620 | - | - | - | - | - | - | | | | 14,156,120 |
| 9 | Commercial Ramp Ground Service Equipment Electric Vehicle Upgrades - Phase 2 Project Description: The project consists of electrical infrastructure improvements along or adjacent to the terminal apron across Terminals A, B, and C at Gates 1-2, 5-8, 11-22, North RON, and the South RON. Priority Criteria: D3 Expected Delivery Method: Construction Management At Risk or Design-Bid-Build | 5 | Project Administration | 81,000 | 83,000 | - | 164,000 | | - | 4,697,978 | - | - | 1,538,582 | - | - | - | 6,236,560 | * JWA plans to apply for discretionary grants from the FAA, which are not guaranteed. ** A future PFC application will address any cost not covered by grants. | |
| | | | A-E Services | 50,000 | 50,000 | - | 100,000 | | - | | - | - | | - | - | | | | - |
| | | | Construction Contract | 3,732,500 | 2,096,980 | - | 5,829,480 | | - | | - | - | | - | - | | | | - |
| | | | Project Support | 20,000 | 10,030 | - | 30,030 | | - | | - | - | | - | - | | | | - |
| | | | Contingency | 75,300 | 37,750 | - | 113,050 | | - | | - | - | | - | - | | | | - |
| | | | Total Cost | 3,958,800 | 2,277,760 | - | 6,236,560 | | - | - | 4,697,978 | - | - | 1,538,582 | - | - | - | 6,236,560 | |
| 10 | Commercial Ramp Stormwater Treatment Improvements Project Description: The project consists of the implementation of stormwater improvements for capture, storage, treatment, and discharge at the commercial ramp apron. Priority Criteria: A3, D3 Expected Delivery Method: Construction Management At Risk | 5 | Project Administration | 200,000 | 200,000 | 100,000 | 500,000 | | - | - | - | - | - | - | - | 18,470,000 | 18,470,000 | | |
| | | | A-E Services | 1,150,000 | 800,000 | 75,000 | 2,025,000 | | - | - | - | - | - | - | - | | | | |
| | | | Construction Contract | - | 14,000,000 | 1,000,000 | 15,000,000 | | - | - | - | - | - | - | - | | | | |
| | | | Project Support | 80,000 | 180,000 | 10,000 | 270,000 | | - | - | - | - | - | - | - | | | | |
| | | | Contingency | 100,000 | 500,000 | 75,000 | 675,000 | | - | - | - | - | - | - | - | | | | |
| | | | Total Cost | 1,530,000 | 15,680,000 | 1,260,000 | 18,470,000 | | - | - | - | - | - | - | - | | | | 18,470,000 |
| 11 | Common Use Passenger Processing System Upgrades Project Description: The project consists of the replacement of the existing CUPPS equipment and its associated infrastructure in all terminals, which includes computer systems, screens, kiosks, and servers. Priority Criteria: B1 Expected Delivery Method: Design-Bid-Build | 5 | Project Administration | - | - | - | - | | - | - | - | - | 10,000,000 | - | - | - | 10,000,000 | ** JWA included this project in a PFC application, which is pending approval. | |
| | | | A-E Services | - | - | - | - | | - | - | - | - | | - | - | | | | - |
| | | | Construction Contract | 10,000,000 | - | - | 10,000,000 | | - | - | - | - | | - | - | | | | - |
| | | | Project Support | - | - | - | - | | - | - | - | - | | - | - | | | | - |
| | | | Contingency | - | - | - | - | | - | - | - | - | | - | - | | | | - |
| | | | Total Cost | 10,000,000 | - | - | 10,000,000 | | - | - | - | - | 10,000,000 | - | - | - | 10,000,000 | | |
| 12 | Concessions Infrastructure - Phase 2 Project Description: The project consists of supporting the improvements to the existing utilities and development of new utility infrastructure to accommodate the planned concessions in all terminals. Priority Criteria: D1 Expected Delivery Method: Design-Bid-Build | 5 | Project Administration | 160,000 | 80,000 | - | 240,000 | | - | - | - | - | - | - | - | 1,183,000 | 1,183,000 | | |
| | | | A-E Services | 500,000 | 93,000 | - | 593,000 | | - | - | - | - | - | - | - | | | | |
| | | | Construction Contract | - | - | - | - | | - | - | - | - | - | - | - | | | | |
| | | | Project Support | 50,000 | - | - | 50,000 | | - | - | - | - | - | - | - | | | | |
| | | | Contingency | 250,000 | 50,000 | - | 300,000 | | - | - | - | - | - | - | - | | | | |
| | | | Total Cost | 960,000 | 223,000 | - | 1,183,000 | | - | - | - | - | - | - | - | | | | 1,183,000 |
| 13 | Explosive Detection Team Facility Improvements Project Description: The project consists of improvements to the existing Orange County Sheriff's Department's Explosive Detection Team facility. Priority Criteria: B1, C1 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | 50,000 | - | - | 50,000 | | - | - | - | - | - | - | - | 670,000 | 670,000 | | |
| | | | A-E Services | 75,000 | - | - | 75,000 | | - | - | - | - | - | - | - | | | | |
| | | | Construction Contract | 450,000 | - | - | 450,000 | | - | - | - | - | - | - | - | | | | |
| | | | Project Support | 20,000 | - | - | 20,000 | | - | - | - | - | - | - | - | | | | |
| | | | Contingency | 75,000 | - | - | 75,000 | | - | - | - | - | - | - | - | | | | |
| | | | Total Cost | 670,000 | - | - | 670,000 | | - | - | - | - | - | - | - | | | | 670,000 |
| 14 | Facilities Security Improvements Airport Security Systems and Infrastructure Upgrades Project Description: The project consists of terminal and airfield security improvements, which includes the replacement of security cameras and installation of lighting and motion detectors (i.e. PIDS). Priority Criteria: A3, B1 Expected Delivery Method: Job Order Contracting / Design-Build | 5 | Project Administration | 225,000 | 152,000 | 80,000 | 457,000 | | - | - | - | - | 15,000,000 | - | - | 15,263,810 | 30,263,810 | ** JWA included this project in a PFC application, which is pending approval. | |
| | | | A-E Services | 728,000 | 404,000 | 150,000 | 1,282,000 | | - | - | - | - | | - | - | | | | - |
| | | | Construction Contract | 12,363,000 | 14,743,810 | - | 27,106,810 | | - | - | - | - | | - | - | | | | - |
| | | | Project Support | 70,000 | 70,000 | - | 140,000 | | - | - | - | - | | - | - | | | | - |
| | | | Contingency | 768,000 | 460,000 | 50,000 | 1,278,000 | | - | - | - | - | | - | - | | | | - |
| | | | Total Cost | 14,154,000 | 15,829,810 | 280,000 | 30,263,810 | | - | - | - | - | 15,000,000 | - | - | 15,263,810 | 30,263,810 | | |



| | | | Project Cost | | | | | Funding Sources / Revenue | | | | | | | | | Comment |
|--|---|---|------------------------|--------------------|--------------------|--------------------------|--------------------------|---------------------------|----------------------------|------------------------------|--------------------------------|-----------|-------|-------|--------------------|---------------|--|
| John Wayne Airport Capital Improvement Program, Project Name | | | Budgeted FY 2025-26 | Planned FY 2026-27 | Planned FY 2027-28 | 3 yr. Total Project Cost | Estimated Future FY Cost | Entitlements (AIP Grant) | Discretionary (AIP Grant)* | Entitlements (BIL AIG Grant) | Discretionary (BIL ATP Grant)* | PFC** | GARBs | Other | JWA (Net Reserves) | Total Revenue | |
| 15 | Facility Accessibility Improvements - Phase 1 <i>Restrooms Renovation and Exterior Path of Travel Improvements</i> Project Description: The project consists of accessibility improvements in and around the terminal complex, including the restrooms and ingress and egress path of travel elements. Priority Criteria: A3 Expected Delivery Method: Design-Build | 5 | Project Administration | 150,000 | - | - | 150,000 | | - | | - | | - | - | | | ** JWA included this project in a PFC application to cover any cost not covered by grants. |
| | | | A-E Services | 100,000 | - | - | 100,000 | | - | | - | | - | - | | | |
| | | | Construction Contract | - | - | - | - | | - | 217,593 | - | 52,407 | - | - | - | 270,000 | |
| | | | Project Support | - | - | - | - | | - | | - | | - | - | | | |
| | | | Contingency | 20,000 | - | - | 20,000 | | - | | - | | - | - | | | |
| | | | Total Cost | 270,000 | - | - | 270,000 | - | - | 217,593 | - | 52,407 | - | - | - | 270,000 | |
| | | | | | | | | | | | | | | | | | |
| 16 | Facility Accessibility Improvements - Phase 2 <i>Remainder of Terminal Accessibility Improvements</i> Project Description: The project consists of accessibility improvements not included in Phases 1 and 3, which includes improvements to signage and accessibility elements. Priority Criteria: A3 Expected Delivery Method: Job Order Contracting / Design-Build | 5 | Project Administration | 68,000 | - | - | 68,000 | | - | - | - | - | | - | | | ** JWA plans to include this project in a future PFC application. |
| | | | A-E Services | 72,000 | - | - | 72,000 | | - | - | - | | - | - | | | |
| | | | Construction Contract | 1,825,000 | - | - | 1,825,000 | | - | - | - | 2,013,000 | - | - | - | 2,013,000 | |
| | | | Project Support | 12,000 | - | - | 12,000 | | - | - | - | | - | - | | | |
| | | | Contingency | 36,000 | - | - | 36,000 | | - | - | - | | - | - | | | |
| | | | Total Cost | 2,013,000 | - | - | 2,013,000 | - | - | - | - | 2,013,000 | - | - | - | 2,013,000 | |
| | | | | | | | | | | | | | | | | | |
| 17 | Fire Station 33 Vehicle Bay Improvements Project Description: The project consists of the replacement of seven (7) vehicle bay doors and modifications to the compressed air and electrical drops at three (3) vehicle bays at Fire Station 33. Priority Criteria: A1 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | 40,000 | - | - | 40,000 | | - | - | - | - | - | - | | | 190,000 |
| | | | A-E Services | 25,000 | - | - | 25,000 | | - | - | - | - | - | - | | | |
| | | | Construction Contract | 100,000 | - | - | 100,000 | | - | - | - | - | - | - | | | |
| | | | Project Support | - | - | - | - | | - | - | - | - | - | - | | | |
| | | | Contingency | 25,000 | - | - | 25,000 | | - | - | - | - | - | - | | | |
| | | | Total Cost | 190,000 | - | - | 190,000 | - | - | - | - | - | - | - | 190,000 | 190,000 | |
| | | | | | | | | | | | | | | | | | |
| 18 | Main Street Parking Lot Improvement and EV Charging Implementation Project Description: The project consists of the installation of EV charging stations for airport shuttle buses and the modification of vehicular pathways and aisles, including the ingress and egress points at Main Street Parking Lot. Priority Criteria: D1 Expected Delivery Method: Design-Bid-Build | 5 | Project Administration | 80,000 | - | - | 80,000 | | - | - | - | - | - | - | | | 3,043,000 |
| | | | A-E Services | 120,000 | - | - | 120,000 | | - | - | - | - | - | - | | | |
| | | | Construction Contract | 2,691,000 | - | - | 2,691,000 | | - | - | - | - | - | - | | | |
| | | | Project Support | 78,000 | - | - | 78,000 | | - | - | - | - | - | - | | | |
| | | | Contingency | 74,000 | - | - | 74,000 | | - | - | - | - | - | - | | | |
| | | | Total Cost | 3,043,000 | - | - | 3,043,000 | - | - | - | - | - | - | - | 3,043,000 | 3,043,000 | |
| | | | | | | | | | | | | | | | | | |
| 19 | Main Street Parking Lot Improvement - Phase 2 Project Description: The project consists of the replacement of the existing restroom and storage facilities located at the Main Street Parking Lot. Priority Criteria: B1 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | 65,000 | - | - | 65,000 | | - | - | - | - | - | - | | | 1,070,000 |
| | | | A-E Services | 100,000 | - | - | 100,000 | | - | - | - | - | - | - | | | |
| | | | Construction Contract | 850,000 | - | - | 850,000 | | - | - | - | - | - | - | | | |
| | | | Project Support | 20,000 | - | - | 20,000 | | - | - | - | - | - | - | | | |
| | | | Contingency | 35,000 | - | - | 35,000 | | - | - | - | - | - | - | | | |
| | | | Total Cost | 1,070,000 | - | - | 1,070,000 | - | - | - | - | - | - | - | 1,070,000 | 1,070,000 | |
| | | | | | | | | | | | | | | | | | |
| 20 | Parking Access Revenue Control Systems Replacement Project Description: The project consists of the replacement and upgrade of the existing PARCS. Priority Criteria: B3 Expected Delivery Method: Design-Build | 5 | Project Administration | - | 113,000 | 117,000 | 230,000 | | - | - | - | - | - | - | | | 8,492,740 |
| | | | A-E Services | 500,000 | 435,000 | 514,000 | 1,449,000 | | - | - | - | - | - | - | | | |
| | | | Construction Contract | - | - | 6,380,740 | 6,380,740 | | - | - | - | - | - | - | | | |
| | | | Project Support | - | 22,000 | 67,000 | 89,000 | | - | - | - | - | - | - | | | |
| | | | Contingency | - | 94,000 | 95,000 | 189,000 | | - | - | - | - | - | - | | | |
| | | | Total Cost | 500,000 | 664,000 | 7,173,740 | 8,337,740 | 155,000 | - | - | - | - | - | - | 8,492,740 | 8,492,740 | |
| | | | | | | | | | | | | | | | | | |
| 21 | Parking Structure Assessment and Repair/Remediation - Phase 2 Project Description: The project consists of performing concrete and masonry repairs in Parking Structures A1, A2, B2, and C and at the GTC. Priority Criteria: C3 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | 59,000 | - | - | 59,000 | | - | - | - | - | - | - | | | 592,000 |
| | | | A-E Services | 119,000 | - | - | 119,000 | | - | - | - | - | - | - | | | |
| | | | Construction Contract | 352,000 | - | - | 352,000 | | - | - | - | - | - | - | | | |
| | | | Project Support | 10,000 | - | - | 10,000 | | - | - | - | - | - | - | | | |
| | | | Contingency | 52,000 | - | - | 52,000 | | - | - | - | - | - | - | | | |
| | | | Total Cost | 592,000 | - | - | 592,000 | - | - | - | - | - | - | - | 592,000 | 592,000 | |
| | | | | | | | | | | | | | | | | | |



| | | | Project Cost | | | | | Funding Sources / Revenue | | | | | | | | | | | |
|----|--|------------|------------------------|---------------------|--------------------|--------------------|--------------------------|---------------------------|--------------------------|----------------------------|------------------------------|--------------------------------|------------|------------|-------|--------------------|---------------|---|-----------|
| | John Wayne Airport Capital Improvement Program, Project Name | Dist | Cost Description | Budgeted FY 2025-26 | Planned FY 2026-27 | Planned FY 2027-28 | 3 yr. Total Project Cost | Estimated Future FY Cost | Entitlements (AIP Grant) | Discretionary (AIP Grant)* | Entitlements (BIL AIG Grant) | Discretionary (BIL ATP Grant)* | PFC** | GARBs | Other | JWA (Net Reserves) | Total Revenue | Comment | |
| 22 | Perimeter Fence Security Enhancement - Phase 3 Remaining Overall Perimeter Fence Security Improvements Project Description: The project consists of implementing vehicular intrusion prevention elements to the fence along the eastern and northern perimeter of the airfield including improvements to the access gates and guard shacks. Priority Criteria: A3 Expected Delivery Method: Job Order Contracting / Design-Bid-Build | 5 | Project Administration | 25,000 | 143,000 | 74,000 | 242,000 | | - | - | - | - | 5,498,345 | - | - | 5,498,345 | 10,996,690 | ** JWA plans to include this project in a future PFC application. | |
| | A-E Services | 363,000 | 585,000 | 223,000 | 1,171,000 | - | - | | - | - | - | - | | | | | | | |
| | Construction Contract | - | 5,397,100 | 3,779,590 | 9,176,690 | - | - | | - | - | - | - | | | | | | | |
| | Project Support | 13,000 | 52,000 | 30,000 | 95,000 | - | - | | - | - | - | - | | | | | | | |
| | Contingency | 33,000 | 185,000 | 94,000 | 312,000 | - | - | | - | - | - | - | | | | | | | |
| | Total Cost | 434,000 | 6,362,100 | 4,200,590 | 10,996,690 | - | - | | - | - | - | - | | 5,498,345 | - | | | | - |
| 23 | South Fuel Farm and Maintenance Yard Stormwater Management Improvements Project Description: The project consists of improving stormwater management at the South Fuel Farm and Maintenance Yard. Priority Criteria: A3, D3 Expected Delivery Method: Construction Management At Risk or Design-Bid-Build | 5 | Project Administration | 93,000 | 96,000 | 98,000 | 287,000 | | - | - | - | - | - | - | - | 8,767,000 | 8,767,000 | Project costs continued in future fiscal years. | |
| | A-E Services | 360,000 | 400,000 | 265,000 | 1,025,000 | - | - | | - | - | - | - | - | - | - | | | | |
| | Construction Contract | - | 4,000,000 | 2,750,000 | 6,750,000 | - | - | | - | - | - | - | - | - | - | | | | |
| | Project Support | 17,500 | 87,500 | - | 105,000 | - | - | | - | - | - | - | - | - | - | | | | |
| | Contingency | 55,000 | 250,000 | 170,000 | 475,000 | - | - | | - | - | - | - | - | - | - | | | | |
| | Total Cost | 525,500 | 4,833,500 | 3,283,000 | 8,642,000 | 125,000 | - | | - | - | - | - | - | - | - | | | | 8,767,000 |
| 24 | Taxiway B Widening - Service Road Realignment Project Description: The project consists of the relocation and realignment of the existing vehicle service road that runs parallel and adjacent to Taxiway B to maintain the required FAA safety clearances. Priority Criteria: A2, D2 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | 134,000 | - | - | 134,000 | | - | - | - | - | 1,441,000 | - | - | - | 1,441,000 | ** FAA approved JWA's PFC application for this project. | |
| | A-E Services | 198,000 | - | - | 198,000 | - | - | | - | - | - | - | | - | - | | | | - |
| | Construction Contract | 973,000 | - | - | 973,000 | - | - | | - | - | - | - | | - | - | | | | - |
| | Project Support | 35,000 | - | - | 35,000 | - | - | | - | - | - | - | | - | - | | | | - |
| | Contingency | 101,000 | - | - | 101,000 | - | - | | - | - | - | - | | - | - | | | | - |
| | Total Cost | 1,441,000 | - | - | 1,441,000 | - | - | | - | - | - | - | | 1,441,000 | - | | | | - |
| 25 | Taxiway B Widening - West Infield Restricted Access Road Relocation Project Description: The project consists of the relocation of the existing west infield restricted access road to a location that is outside of the runway safety area of Runway 2L-20R. Priority Criteria: A3, D3 Expected Delivery Method: Construction Management At Risk | 5 | Project Administration | 27,000 | 116,000 | 119,000 | 262,000 | 2,100,000 | - | - | - | - | 5,564,000 | - | - | - | 7,664,000 | Project costs continued in future fiscal years. ** JWA plans to include this project in a future PFC application to cover any cost not covered by grants. | |
| | A-E Services | 82,000 | 351,000 | 430,000 | 863,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Construction Contract | - | - | 6,075,000 | 6,075,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Project Support | 3,000 | 23,000 | 44,000 | 70,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Contingency | 8,000 | 75,000 | 170,000 | 253,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Total Cost | 120,000 | 565,000 | 6,838,000 | 7,523,000 | 141,000 | 2,100,000 | | - | - | - | - | | 5,564,000 | - | | | | - |
| 26 | Taxiways A, D, and E Reconstruction Project Description: The project consists of the reconstruction and realignment of Taxiways A, D, and E, including the relocation of the compass rose and the vehicle service road adjacent to Taxiway A. Priority Criteria: A3, B2, D1 Expected Delivery Method: Construction Management At Risk | 5 | Project Administration | 297,000 | 300,000 | 100,000 | 697,000 | 1,391,789 | - | - | - | - | 86,068,211 | - | - | - | 87,460,000 | ** FAA approved JWA's PFC application for this project. | |
| | A-E Services | 827,000 | 400,000 | 500,000 | 1,727,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Construction Contract | 36,016,000 | 31,000,000 | 17,200,000 | 84,216,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Project Support | - | - | - | - | - | - | | - | - | - | - | | - | - | | | | |
| | Contingency | 360,000 | 360,000 | 100,000 | 820,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Total Cost | 37,500,000 | 32,060,000 | 17,900,000 | 87,460,000 | - | 1,391,789 | | - | - | - | - | | 86,068,211 | - | | | | - |
| 27 | Terminal Apron Improvements - Apron Panel Rehabilitation Project Description: The project consists of the rehabilitation of the deteriorated existing Portland Cement Concrete panels along the commercial apron, including replacement and/or restoration of the jet-fuel resistant sealants. Priority Criteria: B3, C3 Expected Delivery Method: Construction Management At Risk | 5 | Project Administration | - | 101,000 | 108,000 | 209,000 | 2,100,000 | - | - | - | - | 34,280,000 | - | - | - | 36,380,000 | Project costs continued in future fiscal years. ** JWA plans to include this project in a future PFC application to cover any cost not covered by grants. | |
| | A-E Services | - | 500,000 | 1,511,000 | 2,011,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Construction Contract | - | - | - | - | - | - | | - | - | - | - | | - | - | | | | |
| | Project Support | - | - | 55,000 | 55,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Contingency | - | - | 184,000 | 184,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Total Cost | - | 601,000 | 1,858,000 | 2,459,000 | 33,921,000 | 2,100,000 | | - | - | - | - | | 34,280,000 | - | | | | - |
| 28 | Terminal Apron Improvements - Biffy Dump Redesign Project Description: The project consists of the renovation and/or replacement of the aging biffy dump system. Priority Criteria: B3, C3 Expected Delivery Method: Construction Management At Risk | 5 | Project Administration | - | 67,000 | 69,000 | 136,000 | | - | - | - | - | | - | - | 2,042,470 | 2,042,470 | Project costs continued in future fiscal years. | |
| | A-E Services | - | 125,000 | 142,000 | 267,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Construction Contract | - | - | 696,950 | 696,950 | - | - | | - | - | - | - | | - | - | | | | |
| | Project Support | - | - | 10,000 | 10,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Contingency | - | - | 35,000 | 35,000 | - | - | | - | - | - | - | | - | - | | | | |
| | Total Cost | - | 192,000 | 952,950 | 1,144,950 | 897,520 | - | | - | - | - | - | | - | - | | | | - |



| | John Wayne Airport Capital Improvement Program, Project Name | Dist | Cost Description | Budgeted FY 2025-26 | Planned FY 2026-27 | Planned FY 2027-28 | 3 yr. Total Project Cost | Estimated Future FY Cost | Entitlements (AIP Grant) | Discretionary (AIP Grant)* | Entitlements (BIL AIG Grant) | Discretionary (BIL ATP Grant)* | PFC** | GARBs | Other | JWA (Net Reserves) | Total Revenue | Comment | | | | |
|----|--|------|------------------------|---------------------|--------------------|--------------------|--------------------------|--------------------------|--------------------------|----------------------------|------------------------------|--------------------------------|-------------|------------|-------------|--------------------|---------------|--|-----------|-----------|------------|-------------|
| 29 | Terminal Flooring and Carpet Replacement Project Description: The project consists of the replacement of the floor carpet and select stone floor tiles within Terminals A and B. Priority Criteria: C3 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | - | - | 76,000 | 76,000 | | - | - | - | - | - | - | - | 6,909,000 | 6,909,000 | Project costs continued in future fiscal years. | | | | |
| | | | A-E Services | - | - | 502,000 | 502,000 | | - | - | - | - | - | - | | | | | | | | |
| | | | Construction Contract | - | - | 702,000 | 702,000 | | - | - | - | - | - | - | | | | | | | | |
| | | | Project Support | - | - | 23,000 | 23,000 | | - | - | - | - | - | - | | | | | | | | |
| | | | Contingency | - | - | 87,000 | 87,000 | | - | - | - | - | - | - | | | | | | | | |
| | | | Total Cost | - | - | 1,390,000 | 1,390,000 | | 5,519,000 | - | - | - | - | - | - | | | | 6,909,000 | 6,909,000 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 30 | Terminal Grease Interceptor Replacement and Improvement Project Description: The project consists of the replacement and/or relocation of the existing six (6) grease interceptors within the terminal complex. Priority Criteria: B1, C1 Expected Delivery Method: Construction Management At Risk | 5 | Project Administration | 93,000 | 95,000 | - | 188,000 | | - | - | - | - | - | - | - | 4,580,400 | 4,580,400 | | | | | |
| | | | A-E Services | 296,000 | 200,000 | - | 496,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Construction Contract | 1,791,400 | 1,885,000 | - | 3,676,400 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Project Support | 30,000 | 30,000 | - | 60,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Contingency | 70,000 | 90,000 | - | 160,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Total Cost | 2,280,400 | 2,300,000 | - | 4,580,400 | | - | - | - | - | - | - | - | | | | 4,580,400 | 4,580,400 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 31 | Terminals A and B Covered Walkway Repair/Rehabilitation Project Description: The project consists of the repair/rehabilitation of the terminal covered walkways at Terminals A and B. Priority Criteria: B1, C1 Expected Delivery Method: Job Order Contracting / Construction Management At Risk | 5 | Project Administration | 182,000 | 65,000 | - | 247,000 | | - | - | - | - | - | - | - | 4,109,000 | 4,109,000 | | | | | |
| | | | A-E Services | 200,000 | 50,000 | - | 250,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Construction Contract | 3,382,000 | - | - | 3,382,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Project Support | 25,000 | - | - | 25,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Contingency | 185,000 | 20,000 | - | 205,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Total Cost | 3,974,000 | 135,000 | - | 4,109,000 | | - | - | - | - | - | - | - | | | | 4,109,000 | 4,109,000 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 32 | Terminals A and B Baggage Handling System Improvements - Phase 1 Baggage Handling System Safety Enhancements Project Description: The project consists of improvements to the existing BHS that will enhance maintenance access, safety, and security. Priority Criteria: A3, C3 Expected Delivery Method: Job Order Contracting | 5 | Project Administration | 20,000 | - | - | 20,000 | | - | - | - | - | - | - | - | 240,000 | 240,000 | | | | | |
| | | | A-E Services | - | - | - | - | | - | - | - | - | - | - | - | | | | | | | |
| | | | Construction Contract | 200,000 | - | - | 200,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Project Support | 5,000 | - | - | 5,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Contingency | 15,000 | - | - | 15,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Total Cost | 240,000 | - | - | 240,000 | | - | - | - | - | - | - | - | | | | 240,000 | 240,000 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 33 | Terminals A and B Baggage Handling System Improvements - Phase 3 Terminals A and B Baggage Handling System Replacement Project Description: The project consists of the replacement of the existing inbound and outbound BHS at Terminals A and B. Priority Criteria: B3, C3 Expected Delivery Method: Design-Build | 5 | Project Administration | 196,000 | 204,000 | 310,920 | 710,920 | | - | - | - | - | 111,298,220 | - | - | - | 111,298,220 | Project costs continued in future fiscal years. ** JWA plans to include this project in a future PFC application. | | | | |
| | | | A-E Services | 595,000 | 800,000 | 5,036,670 | 6,431,670 | | - | - | - | - | | - | - | | | | | | | |
| | | | Construction Contract | - | - | 3,151,200 | 3,151,200 | | - | - | - | - | | - | - | | | | | | | |
| | | | Project Support | - | - | 315,120 | 315,120 | | - | - | - | - | | - | - | | | | | | | |
| | | | Contingency | - | - | 974,780 | 974,780 | | - | - | - | - | | - | - | | | | | | | |
| | | | Total Cost | 791,000 | 1,004,000 | 9,788,690 | 11,583,690 | | 99,714,530 | - | - | - | | - | 111,298,220 | | | | - | - | - | 111,298,220 |
| | | | | | | | | | | | | | | | | | | | | | | |
| 34 | Vertical Conveyance Systems Improvements - Phase 1 Project Description: The project consists of the replacement of Escalators 1 through 6 in Terminals A and B. Priority Criteria: B1, C1 Expected Delivery Method: Design-Build | 5 | Project Administration | 150,000 | - | - | 150,000 | 69,041 | - | - | - | - | - | - | - | 53,787 | 270,000 | * JWA was awarded grants from the FAA for this project. | | | | |
| | | | A-E Services | 100,000 | - | - | 100,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Construction Contract | - | - | - | - | | - | - | - | - | - | - | - | | | | | | | |
| | | | Project Support | - | - | - | - | | - | - | - | - | - | - | - | | | | | | | |
| | | | Contingency | 20,000 | - | - | 20,000 | | - | - | - | - | - | - | - | | | | | | | |
| | | | Total Cost | 270,000 | - | - | 270,000 | | - | 69,041 | - | - | 147,172 | - | - | | | | - | 53,787 | 270,000 | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 35 | Vertical Conveyance Systems Improvements - Phase 2 Project Description: The project consists of the replacement of Elevators 3 through 9 in Terminals A, B, and C. Priority Criteria: B2, C2 Expected Delivery Method: Design-Build | 5 | Project Administration | 96,640 | 200,630 | 195,380 | 492,650 | | - | - | - | - | 18,313,940 | - | - | - | 18,313,940 | ** JWA plans to include this project in a future PFC application. | | | | |
| | | | A-E Services | 170,170 | 1,172,250 | 455,880 | 1,798,300 | | - | - | - | - | | - | - | | | | | | | |
| | | | Construction Contract | - | 7,242,580 | 8,072,410 | 15,314,990 | | - | - | - | - | | - | - | | | | | | | |
| | | | Project Support | 6,310 | 97,690 | 84,040 | 188,040 | | - | - | - | - | | - | - | | | | | | | |
| | | | Contingency | 10,510 | 261,550 | 247,900 | 519,960 | | - | - | - | - | | - | - | | | | | | | |
| | | | Total Cost | 283,630 | 8,974,700 | 9,055,610 | 18,313,940 | | - | - | - | - | | 18,313,940 | - | | | | - | - | 18,313,940 | |
| | | | | | | | | | | | | | | | | | | | | | | |



| | | | Project Cost | | | | | Funding Sources / Revenue | | | | | | | | | | | | | | | | | |
|--|--|------|------------------|---|-----------------------|-----------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------------|---------------------------------|-----------------------------------|-------------|------------|------------|-----------------------|---------------|------------|---|---------|-------------|------------|---|-------------|-------------|
| John Wayne Airport Capital Improvement Program, Project Name | | Dist | Cost Description | Budgeted FY 2025-26 | Planned FY 2026-27 | Planned FY 2027-28 | 3 yr. Total Project Cost | Estimated Future FY Cost | Entitlements (AIP Grant) | Discretionary (AIP Grant)* | Entitlements (BIL AIG Grant) | Discretionary (BIL ATP Grant)* | PFC** | GARBs | Other | JWA (Net Reserves) | Total Revenue | Comment | | | | | | | |
| 36 | Vertical Conveyance Systems Improvements - Phase 3 | | 5 | Project Administration | - | 81,940 | 266,810 | 348,750 | | - | - | - | - | - | - | - | 23,225,220 | 23,225,220 | Project costs continued in future fiscal years. | | | | | | |
| | | | | A-E Services | - | 1,236,330 | 961,120 | 2,197,450 | | - | - | - | - | - | - | | | | | | | | | | |
| | | | | Project Description: The project consists of the replacement of Elevators 13 through 21 in Parking Structures A1, A2, and B2. | | - | - | 17,593,730 | | 17,593,730 | - | - | - | - | - | - | | | | | | | | | |
| | | | | Priority Criteria: B2, C3 | | - | 45,170 | 182,770 | | 227,940 | - | - | - | - | - | - | | | | | | | | | |
| | | | | Expected Delivery Method: Design-Build | | - | 114,500 | 365,540 | | 480,040 | - | - | - | - | - | - | | | | | | | | | |
| | | | | Total Cost | | - | 1,477,940 | 19,369,970 | | 20,847,910 | 2,377,310 | - | - | - | - | - | | | | - | 23,225,220 | 23,225,220 | | | |
| | | | | Total Fiscal Year Cost for John Wayne Airport CIP | | | Total Cost | 118,001,990 | | 130,087,700 | 120,659,540 | 368,749,230 | 220,543,170 | 11,794,990 | 21,547,030 | 60,002,918 | | | | 147,172 | 326,500,702 | - | - | 169,299,588 | 589,292,400 |
| | | | | Total Cost (including Estimated Future FY Cost) | | | | | | 589,292,400 | | | | | | | | | | | | | | | |

Note: This Capital Improvement Program has been created as a financial planning tool to identify and prioritize capital investment at John Wayne Airport. The program will be continuously analyzed and refined to accommodate financial and airport operational constraints.

| Qualified Future Projects for John Wayne Airport CIP | Dist | Estimated Project Cost |
|---|------|------------------------|
| Facility Accessibility Improvements - Phase 3 | 5 | \$ 43,374,000 |
| Parking Structure Assessment and Repair/Remediation - Phase 3 | 5 | \$ 7,688,000 |
| Terminal Roof and Covered Walkway Replacement | 5 | \$ 20,107,500 |
| Vertical Conveyance Systems Improvements - Phase 4 | 5 | \$ 28,165,120 |
| Total Cost | | \$ 99,334,620 |

OC Public Works, OC Community Resources and John Wayne Airport Capital Improvement Program
FY 2025-26 to 2031-32



Abbreviations:

15F, 15G - Funding Codes
' - Feet
AC - Asphalt Concrete
ACE - Arterial Capacity Enhancement
ADA - Americans with Disabilities Act
AE - Architect Engineer
AIG - Airport Infrastructure Grant
AIP - Airport Improvement Program
AWMA - Aliso Water Management Agency
ATP - Active Transportation Plan
ATP - Airport Terminals Program
Ave - Avenue
BCIP - Bicycle Corridor Improvement Program
BHS - Baggage Handling System
BIL - Bipartisan Infrastructure Law
Blvd - Boulevard
Caltrans - California Department of Transportation
CARITS - Coastal Area Road Improvements and Traffic Signals
CBT - Community Based Transit / Circulators
CDBG - Community Development Block Grant
CEFCAC - City Engineers Flood Control Advisory Committee
CIP - Capital Improvement Program
CMAR - Construction Management At Risk
CUP - Central Utility Plant
CUPPS - Common Use Passenger Processing System
DB - Design Build
DBB- Design Bid Build
Demo - Demolition
Dept - Department
DG - Decomposed Granite
Dist - Supervisory District
Dr - Drive
d/s - downstream
ECP - Environmental Cleanup Program
EFP - Externally Funded Program
e/o - East of
EV - Electric Vehicle
FAA - Federal Aviation Administration
FBO - Fixed Based Operator
FF&E - Furniture, Fixtures, and Equipment
ft - Feet
FY - Fiscal Year
GA - General Aviation
GARB - General Airport Revenue Bonds
GTC - Ground Transportation Center

HCF - Habitat Conservation Fund
HBP - Highway Bridge Program
HSIP - Highway Safety Improvements Program
HVAC - Heating, Ventilation, and Air Conditioning
I - Interstate
IP - Internet Protocol
JOC - Job Order Contracting
JWA - John Wayne Airport
kV - Kilovolt
Maint - Maintenance
MIP - Maintenance Improvement Program
MPAH - Master Plan of Arterial Highways
M2 - OCTA Measure M2 Grants
n/o - North of
O&M - Operations & Maintenance
OCAC - Orange County Animal Care
OCCR - Orange County Community Resources
OCPW - Orange County Public Works
OCTA - Orange County Transportation Authority
OES - Office of Emergency Services
PA&ED - Project Approval and Environmental
Documentation PARCS - Parking Access Revenue Control
Systems
PAYGO - Pay-As-You-Go
PE - Preliminary Engineering
PFC - Passenger Facility Charge
PIDS - Perimeter Intrusion Detection System
PS&E - Plans, Specifications and Estimate
Rd - Road
RMRA - Road Maintenance and Rehabilitation Account
(SB 1 Transportation Funding effective 11/01/2017)
RON - Remain Overnight
ROW - Right-Of-Way
RV - Recreational Vehicle
SA&RA - Supply Air & Return Air
SCADA - Supervisory Control and Data Acquisition
SCRIP - South County Road Improvement Program
SCE - Southern California Edison
s/o - South of
SR - State Route
St - Street
TBD - To Be Determined
TMC - Traffic Management Center
TSA - Transportation Security Administration
u/s - upstream
UPRR- Union Pacific Railroad

Cost Description Components:

Project Administration
- Internal Staff
- Inter-Department Staff

Project Support
- Environmental
- Mitigation
- Permits
- Right-of-Way
- Utilities

AE Services
- Design Phase
- Construction Phase

Contingency
- Project Contingencies

Construction Contract
- Construction Services

FF&E
- Furniture, Fixtures, and Equipment

Road CIP/EFP Projects Priority Criteria (with "A" being the highest priority):

A - Risk to Public Health, Safety, Property, and the Environment;
B - Deficiencies due to Studies, Reports, and/or Inspections;
C - MPAH Classification Improvements;
D - Regional Connectivity / Small Gap Connections;
E - Community Support, Benefit, and Economic Development;
F - High Potential for Grant Leveraging;
G - Obligation from Cooperative Agreement;

Flood CIP Projects Priority Criteria (with "A" being the highest priority):

A - Deficiency Ranking identified by the Orange County Flood Control Master Plan;
B - CEFCAC priority;
C - Deficiencies due to Studies, Reports, and/or Inspections;
D - Mitigation Obligation;
E - Obligation from Cooperative Agreement

Bikeways CIP Projects Priority Criteria (with "A" being the highest priority):

A - OC Loop Completion;
B - Regional Connectivity / Small Gap Connections;
C - Priorities based on OCTA Bikeway Route Studies;
D - High Potential for Grant Leveraging;

OCCR CIP Projects Priority Criteria (with "A" being the highest priority):

A - Public Safety;
B - Deficiencies identified on study, assessment, or inspection;
C - Board Directive;
D - Grant Opportunity;
E - Community Benefit, Support and Economic Development;
F - Obligation for Cooperative Agreement;

JWA CIP Projects Priority Criteria (with "1" being the highest priority):

A - Safety and/or Security;
[A1 - Immediate (execute within 1 year); A2 - Critical (execute within 1-2 years); A3 - Important (execute within 2-5 years)]
B - Near End of Design Life;
[B1 - Immediate (execute within 1 year); B2 - Critical (execute within 1-2 years); B3 - Important (execute within 2-5 years)]
C - Significant Maintenance Improvements with Public and/or Operational Impact;
[C1 - Immediate (execute within 1 year); C2 - Critical (execute within 1-2 years); C3 - Important (execute within 2-5 years)]
D - Obligation (Cooperative Agreement, Funding, or Regulatory);
[D1 - Immediate (execute within 1 year); D2 - Critical (execute within 1-2 years); D3 - Important (execute within 2-5 years)]

* The grant revenue on the CIP accounts for the revenue received previously and projected in the future and therefore may not match with the project costs shown.