

2021 Updated Next 10 Delivery Plan Progress on Deliverables

Significant Measure M2 (M2) accomplishments and progress has been made since 2007. The Next 10 Delivery Plan (Next 10 Plan) is based on ten deliverables intended to provide guidance on program and project delivery during the ten-year period from fiscal year (FY) 2020-21 through FY 2029-30.

Freeways

1. Deliver 14 freeway improvement projects through construction (Projects A-M).

Status:

The M2 Freeway Program is currently made up of 30 projects/project segments. Deliverable 1 includes 14 projects to be delivered through construction by FY 2029-30 as reflected in the table below. These projects would bring the total number of completed projects to 26, which equates to approximately 87 percent of the M2 Freeway Program. In January 2021, the Interstate 5 (I-5) project between State Route 55 (SR-55) and State Route 57 (SR-57) was completed. The remaining 13 projects included in Deliverable 1 are in or nearing design and construction.

Completed		Construction Complete	Cost
1. Project A	I-5 between SR-55 and SR-57	2021	\$39.4
In Construction		Construction Complete	Cost
2. Project C, D	I-5 between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2025	\$195.8
3. Project C, D	I-5 between Oso Parkway and Alicia Parkway/La Paz Road Interchange	2023	\$203.1
4. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$165.9
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2026	\$12.4
5. Project K	Interstate 405 (I-405) between SR-73 and Interstate 605 (I-605)	2024	\$1,560.2
In Design		Construction Complete	Cost
6. Project B	I-5 between Yale Avenue and SR-55	2028	\$200.4
7. Project F	SR-55 between I-405 and I-5	2026	\$503.2
8. Project I	State Route 91 (SR-91) between SR-55 and Lakeview Avenue	2027	\$100.9

In Design		Construction Complete	Cost
9. Project I	SR-91 between La Palma Avenue and SR-55	2028	\$208.4
10. Project I	SR-91 between Acacia Street and La Palma Avenue	2028	\$116.2
11. Project M	I-605 Katella Avenue Interchange	2025	\$29.0
In Environmental		Construction Complete	Cost
12. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
13. Project F	SR-55 between I-5 and SR-91	2029	\$131.3
14. Project G	SR-57 Northbound from Orangewood Avenue to Katella Avenue	2027	\$71.8
Deliverable 1 Total			\$3,768.5

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

Status: The four remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2030, making them shelf-ready for future advancement. These projects will continue to be reevaluated for earlier delivery as the Next 10 Plan is reviewed annually.

Remaining Projects		Environmentally Clear/ Shelf-Ready	Cost
1. Project D	I-5 El Toro Road Interchange	2022	\$120.5 ¹
2. Project G	SR-57 Northbound from Lambert Road to Tonner Canyon Road	2025	\$213.9 ¹
3. Project J	SR-91 between State Route 241 and Interstate 15	2030	\$300.0 ¹
4. Project L	I-405 between I-5 and SR-55	2018	\$262.4
Remaining M2 Freeway Projects Total			\$896.8 ²

¹ These cost estimates are preliminary and will be updated once the project alternative is selected at the completion of environmental clearance.

² The total will be revised once the three remaining projects (projects D, G, and J) complete environmental clearance and have a selected project alternative.

Streets and Roads

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

Status: As of June 2021, the Orange County Transportation Authority (OCTA) has awarded approximately \$455.6 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual calls for projects (call). Additionally, \$512.9 million in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

Transit

- 4. Maintain Metrolink service and complete rail station improvements (Project R).**

Status: The three lines serving Orange County (Orange County, Inland Empire-Orange County, and the 91/Perris Valley lines) now operate 41 trains, which is down from the 54 daily trains operated prior to the coronavirus (COVID-19) pandemic. Metrolink is gradually adding service back based on projections of ridership growth. OCTA will continue to actively engage with Metrolink and other member agencies and monitor ridership levels and the corresponding financial impacts to M2.

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.

A recent impact to Metrolink in Orange County is the railroad track stabilization effort in the City of San Clemente. In September 2021, tidal surges along with a failing slope severely degraded the railroad track structure. OCTA owns the railroad right-of-way in the affected area. Metrolink has performed the majority of the emergency repair work with contract forces on behalf of OCTA. These repairs are being funded from the commuter rail fund. More enduring treatments are in the early stage of planning 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 additional track improvement needs.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center through downtown Santa Ana and the Civic Center to Harbor Boulevard in the

City of Garden Grove. Activities underway include construction of the tracks, installation of rail and overhead poles, communication with third parties on utility relocation, and continued coordination with the Federal Transit Administration. Other significant activities include construction of the maintenance and storage facility. OCTA has also issued a limited notice to proceed for the operations and maintenance contract. The first seven cars are in the final stages of equipping and the last car is in final assembly. Construction is anticipated to be complete in 2023.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$91.7 million³ has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on Aging for senior (60 and above) transportation to and from medical appointments, dentists, therapies, exercise programs, testing, and other health related trips at a low cost to the rider than would otherwise be available. The Fare Stabilization Program provides stable discounted fares for seniors and persons with disabilities by lowering the cost of riding transit.

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).

Status: Since inception, OCTA has approved 35 projects and ten planning studies totaling approximately \$52 million through four calls. The most recent Project V call was programmed by the OCTA Board of Directors (Board) on April 13, 2020. As of June 2021, ten projects are active, 13 have been cancelled (primarily due to low ridership), nine are suspended or not initiated as a result of the COVID-19 pandemic, and three have been completed. Staff continues to work with local jurisdictions through letters of interest requests, workshops, Comprehensive Transportation Funding Program Guidelines revisions, calls, and cooperative agreement amendments to fine-tune this program and facilitate successful project implementation, especially in light of the COVID-19 pandemic.

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

Status: Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is

³Only 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 funds will be held until the State lifts the state of emergency or the agency resumes transportation services, whichever occurs first.

designed to ease transfers between bus lines and provide passenger amenities such as installation of bus benches or seating, shelters, improved lighting, and other passenger related amenities. To date, 43 improvements have been completed, 69 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

Environmental

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

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

OCTA makes annual endowment deposits of approximately \$2.9 million. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28. As of June 30, 2021, the endowment balance was \$19,181,289, and performed above original projections due to higher investment earnings and lower fees.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$27 million in funding for 189 Tier 1 projects through ten calls and \$27.9 million for 22 Tier 2 projects through two calls.