

**2023 Updated Next 10 Delivery Plan
Progress on Deliverables**

Significant progress and accomplishments have been made to Measure M2 (M2) since 2007. The 2023 update of the Next 10 Delivery Plan (Next 10 Plan) confirms that M2 can be delivered consistent with the commitment to voters. To outline a near-term work plan to promote effectiveness and efficiency, ten deliverables on program and project delivery have been defined during the ten-year period from fiscal year (FY) 2022-23 through FY 2031-32, equating to approximately \$5.6 billion invested to improve the local transportation system.

Freeways

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

Status:

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

In Construction		Construction Complete	Cost*
1. Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and Oso Parkway/Avery Parkway Interchange	2024	\$229.4
2. Project C, D	I-5 between Oso Parkway and Alicia Parkway/ La Paz Road Interchange	2024	\$227.0
3. Project C	I-5 between Alicia Parkway and El Toro Road	2024	\$203.5
Project C, D	I-5 between SR-73 and El Toro Road Landscaping	2027	\$12.4
4. Project F	State Route 55 (SR-55) between Interstate 405 (I-405) and I-5	2027	\$505.7
5. Project K	I-405 between SR-73 and Interstate 605 (I-605)	2024	\$1,620.0
		Subtotal	\$2,798.0
In Design		Construction Complete	Cost*
6. Project B	I-5 between I-405 and Yale Avenue	2029	\$230.5
7. Project B	I-5 between Yale Avenue and SR-55	2029	\$200.4
8. Project F	SR-55 between I-5 and State Route 91 (SR-91)	2029	\$131.3
9. Project G	State Route 57 (SR-57) Northbound from Orangewood Avenue to Katella Avenue	2028	\$71.8

2023 Updated Next 10 Delivery Plan Progress on Deliverables

In Design		Construction Complete	Cost*
10. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$208.4
11. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$116.2
12. Project M	I-605 Katella Avenue Interchange	2026	\$29.0
		Subtotal	\$1,113.9
		Deliverable 1 Total	\$3,911.9

*Cost in millions

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 2032, making them shelf-ready for future advancement; The table below reflects the projects along with environmental clearance schedule and estimated cost. The 2023 update captures additional phases for two projects.

- Orange County Transportation Authority (OCTA) is proposing to include the final design phase of the SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line project in the 2024 State Transportation Improvement Program (STIP). The Board approved the finalization and submittal of the 2024 STIP on October 9, 2023. The California Transportation Commission is anticipated to adopt the program in March 2024.
- OCTA is coordinating with the Riverside County Transportation Commission (RCTC) to advance the SR-91 between State Route 241 (SR-241) and State Route 71 (SR-71) project through construction within the Next 10 Plan time frame. M2 is only responsible for the Orange County portion of this project.

The completion of the SR-91 between SR-241 and SR-71 project in addition to the 13 projects in Deliverable 1 would bring the total number of completed projects to 27 by 2030, which equates to approximately 90 percent of the M2 Freeway Program.

Remaining Projects		Environmentally Clear/ Shelf-Ready	Cost
1. Project D	I-5 El Toro Road Interchange	2026	\$120.5 ¹
2. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2028	\$218.6 ¹

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

2023 Updated Next 10 Delivery Plan Progress on Deliverables

Remaining Projects		Environmentally Clear/ Shelf-Ready	Cost
3. Project J	SR-91 between State Route 241 and Orange/Riverside County Line	2025	\$150.0 ^{1,2}
4. Project L	I-405 between I-5 and SR-55	2018	\$269.6
Remaining M2 Freeway Projects Total			\$758.7³

**Cost in millions*

Streets and Roads

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

Status: As of June 2023, OCTA has awarded approximately \$525 million in competitive funding through the Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) through annual competitive calls for projects (call). Additionally, \$660.19 million⁴ in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

Transit

- Maintain Metrolink service and complete one rail station improvement (Project R).**

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

Close monitoring of Metrolink operations is necessary to ensure sustainability through 2041. The three lines serving Orange County currently operate 45 weekday trains,

² Project schedule and cost assumptions subject to change and are contingent on the outcome of the environmental review process, available of funding, and coordination with RCTC.

³ The total will be revised once the three remaining projects (projects D, G, and J) have a selected project alternative and complete environmental clearance.

⁴ Only includes disbursed funds. On May 22, 2023, the Board determined the City of Cypress ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Cypress achieves compliance and the Board reconsiders the matter in a future meeting.

2023 Updated Next 10 Delivery Plan Progress on Deliverables

a 17 percent reduction from the 54 weekday trains operated prior to the coronavirus. Metrolink ridership recovery continues to struggle, which impacts farebox revenues and cost recovery. To exacerbate this shortfall, operating costs have also increased. Without changes in service levels, ridership growth, and operations and rehabilitation costs or availability of external funds, the current service cannot be sustained beyond FY 2031-32. Staff has identified and is proposing to program Transit and Intercity Rail Capital Program formula funds to help sustain Metrolink service. If this is approved in the coming months, this infusion of external funds is anticipated to extend Metrolink operations through FY 2037-38. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

Railroad track stabilization efforts in south Orange County have become a major focus area given its importance to continued operation of Metrolink in Orange County. To date, OCTA has invested \$12 million of M2 funds along with \$16 million of State and Federal funds to ensure the safety of the railroad track. While emergency work has been completed and service has resumed, long-term solutions need to be developed to ensure the ability to provide rail service in this portion of the County. In partnership with key stakeholders, a planning study is currently underway to identify and evaluate short- and medium-term solutions with the goal of protecting the rail line in place. A separate study will follow to evaluate potential long-term solutions which may include relocation of the rail line. The lead agency for the long-term study has not been identified. The Next 10 Plan is reviewed annually, which will provide OCTA the opportunity to update and adjust assumptions as needed.

A rail station improvement project identified to be completed in the Next 10 Plan time frame is the Anaheim Canyon Metrolink Station Improvements Project. The project began construction in May 2021, and was completed in January 2023. Additionally, OCTA remains committed to delivering the Placentia Metrolink Station Project and will include project scope, schedule, and budget as they become available in future Next 10 Plan updates.

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

Status: The 4.15-mile OC Streetcar will serve the Santa Ana Regional Transportation Center 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, continued coordination with the Federal Transit Administration, and continued construction of the maintenance and storage facility (MSF). All eight cars are in the final stages of manufacturing, with Car 1 successfully completing its final walkthrough and

2023 Updated Next 10 Delivery Plan Progress on Deliverables

pre-shipment inspection for testing at the MSF. Construction is anticipated to be complete to begin revenue operations in late 2024/early 2025.

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

Status: Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$120.1 million⁵ 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 jurisdictions to maintain successful community circulator projects and potentially provide grant opportunities for expanded or new local transit services (Project V).

Status: Since inception, OCTA has approved 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 of Directors (Board). As of June 2023, 16 projects are active, 13 have been cancelled (primarily due to low ridership), three have yet not initiated service (two projects are continuations of existing Project V grants with remaining funds and one project is anticipated to start in July 2023), 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.

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

Status: Through three calls, the Board has approved \$3.1 million to improve 122 city-initiated improvement projects at the busiest OCTA transit stops. The program is designed to ease transfers between bus lines and provide passenger amenities such as

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2023 Updated Next 10 Delivery Plan Progress on Deliverables

installation of bus benches or seating, shelters, improved lighting, and other passenger-related amenities. As of June 2023, 56 improvements have been completed, 56 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. As of June 30, 2023, the endowment balance was \$23,688,239. While the performance of the endowment fund will affect the time frame for full funding, current projections indicate that OCTA is on track to meet the target of \$46.2 million in FY 2027-28.

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

Status: In May 2010, the Board approved a two-tier approach to funding Project X. Tier 1 consists of funding equipment purchases and upgrades to existing catch basins and related best management practices, such as screens and other low-flow diversion devices. Tier 2 consists of funding regional, potentially multi-jurisdictional, and capital-intensive projects. Since inception, the Board has approved \$33.2 million in funding for 212 Tier 1 projects through 13 calls and \$27.9 million for 22 Tier 2 projects through two calls.