

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

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

**Freeways**

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

**Status:**

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

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

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

\*Cost in millions

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

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

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

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

\*Cost in millions

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

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

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

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### Streets and Roads

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

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

### Transit

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

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

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

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

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<sup>4</sup> Only includes disbursed funds. On May 28, 2024, the Board determined the City of Buena Park ineligible to receive net M2 revenues for five years pursuant to Section 10.4 of the M2 Ordinance. Disbursements of net M2 revenues have been suspended until the City of Buena Park reestablishes eligibility.

<sup>5</sup> Only includes disbursed funds. On May 28, 2024, the Board determined the City of Orange ineligible to receive net M2 revenues. Disbursements of net M2 revenues have been suspended until the City of Orange achieves compliance and the Board reconsiders the matter at a future meeting.

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

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

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

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

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

**Status:** Project U is comprised of three programs: the Senior Mobility Program (SMP), the Senior Non-Emergency Medical Transportation (SNEMT) Program, and the Fare Stabilization Program. Since inception, approximately \$134.7 million<sup>6,7</sup> has been provided to these three programs. The SMP provides funding to participating cities to design and implement transit service that best fits the needs of seniors (60 and above) in their communities. The SNEMT Program provides funding to the County of Orange Office on

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

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

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

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

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

## **Environmental**

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

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

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

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

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

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