

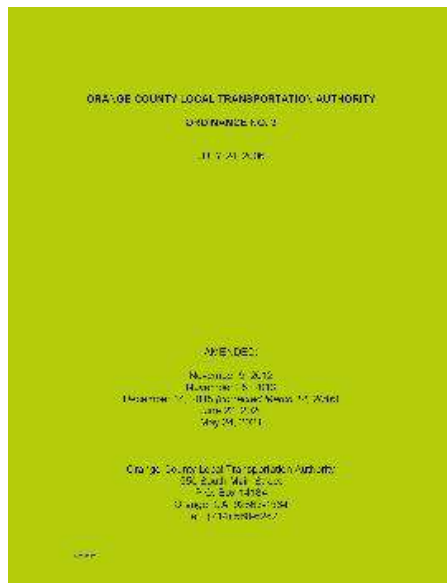


Measure M2 Ten-Year Review Report and Action Plan



Promise to Voters

Implementing Ordinance



M2 Ordinance No.3 (M2 Ordinance):
 Attachment A – Renewed Measure M (M2)
 Transportation Investment Plan (Plan)
 Attachment B – Allocation of Net Revenues
 Attachment C – Taxpayer Oversight Committee

Funding Strategy



ENVIRONMENTAL

- A total of 5% of Measure M Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- A total of 2% of the overall Measure M Program funds is allocated to the Environmental Cleanup Program

1.5 percent – California Department of Tax and Fee Administration
 1 percent – Administrative Costs

\$13.2 Billion Expenditure Plan



Measure M Projects and Programs

Freeway Projects

I-5	Santa Ana Freeway Interchange Improvements	A
I-5	Santa Ana/San Diego Freeway Improvements	B, C, D
SR-22	Garden Grove Freeway Access Improvements	E
SR-55	Costa Mesa Freeway Improvements	F
SR-57	Orange Freeway Improvements	G
SR-91	Riverside Freeway Improvements	H, I, J
I-405	San Diego Freeway Improvements	K, L
I-605	Freeway Access Improvements	M
All	Freeway Service Patrol	N
All	Freeway Environmental Mitigation Program	

Streets & Roads Projects

Regional Capacity Program	O
Regional Traffic Signal Synchronization Program	P
Local Fair Share Program	Q

Transit Projects

High-Frequency Metrolink Service	R
Transit Extensions to Metrolink	S
Metrolink Gateways	T
Expanded Mobility Choices for Seniors and Persons with Disabilities	U
Community-Based Transit/Circulators	V
Safe Transit Stops	W

Environmental Cleanup

Clean Up Highway and Street Runoff that Pollutes Beaches	X
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Taxpayer Safeguards and Audits

Collect Sales Taxes (State charges required by law)	
Oversight and Annual Audits	

I-5 – Interstate 5 / I-405 Interstate 405 / I-605 – Interstate 605 /
 SR-22 – State Route 22 / SR-55 – State Route 55 /
 SR-57 – State Route 57 / SR-91 – State Route 91



Background and Foundational Considerations

- M2 Ordinance requires a ten-year comprehensive review
- First review completed in 2015
- Foundational Considerations:
 - Original Measure M success = promises made, promises kept
 - Approved plan was balanced based on market research and stakeholder input that reflects the diverse needs of Orange County
 - Currently at the midpoint of the 30-year program
 - Any action must align with M2 transparency and accountability safeguards

SECTION 11. TEN-YEAR COMPREHENSIVE PROGRAM REVIEW

At least every ten years the Authority shall conduct a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and may revise the Plan to improve its performance. The review shall



Objectives



Research and identify changes in external policy and/or regulation as well as in land use, travel, and growth projections



Evaluate current project and program cost estimates and the financial capacity through 2041



Review plan to determine if there are performance issues or constraints



Assess public and stakeholder support for the plan and OCTA's approach



Identify OCTA's and local jurisdictions' progress in implementing the plan

OCTA – Orange County Transportation Authority



Policy and Planning Context

- Assessed changes in transportation policies, plans, and regulations at all levels
 - Influenced funding, planning, and delivery strategies
 - No material impact on ability to deliver the Plan
- Reviewed shifts in land use, travel behavior, and growth projections
 - Orange County is the second densest county in the state
 - Since 2011, population (+3.8 percent), housing (+10.2 percent), and employment (+12 percent) has increased; 2041 projections reflect continued growth
 - Worker flow patterns have increased intra- (+12 percent) and intercounty (up to +38 percent into Orange County)



COUNTY POPULATION PER SQUARE MILE	
COUNTY	POPULATION PER SQUARE MILE
Orange	3,999
Los Angeles	2,403
San Diego	783
Riverside	351
California (Statewide)	253
San Bernardino	110

Source: U.S. Census Bureau, Population Division
Annual Estimates of the Resident Population for Counties in California

U.S. – United States



Financial Analysis

- Annual updates of the Next 10 Delivery Plan have reaffirmed that M2 commitments remain deliverable
- Metrolink operations identified as a key area requiring close monitoring; current assumptions not fiscally sustainable beyond FY 2033-34
- OCTA continues to coordinate with Metrolink and member agencies on performance and financial impacts



FY – Fiscal year
Metrolink – Southern California Regional Rail Authority



Project Delivery Analysis

Freeway Program (Projects A-N)

- 17 of 30 projects complete
- Ten more slated to be complete by 2030
- Environmental Mitigation Program (EMP)
 - Seven conservation properties totaling 1,300 acres
 - 13 restoration projects totaling 350 acres
 - Endowment established and anticipated to be fully funded by FY 2027-28
- 889,000 assists provided by Freeway Service Patrol



Environmental Cleanup Program (Project X)

- Two-tiered funding structure
- 246 water quality projects
- 91.7 million gallons of trash collected
 - Equates to over 16,200 trash truck loads
- Estimated ~352 million gallons/year of groundwater recharge and water savings





Project Delivery Analysis (Cont.)

Streets and Roads Program (Projects O-Q)

- Regional Capacity Program
 - Funded 210 project phases totaling over \$365 million
 - Seven grade separations completed by OCTA
- Regional Traffic Signal Synchronization Program
 - Funded 143 projects totaling nearly \$196.8 million
 - 3,789 intersections over 979 miles of streets synchronized
 - Countywide Signal Synchronization Baseline Project underway
- Local Fair Share Program
 - Over \$835 million in flexible formula funding provided to cities and the County of Orange
 - Funds go to pothole and street repairs, traffic and pedestrian safety projects, and other transportation needs





Project Delivery Analysis (Cont.)

Transit Program (Projects R-W)

- Station, track, and grade crossing upgrades
- Expanded Metrolink service
- OC Streetcar underway
- \$154 million for mobility of seniors and persons with disabilities
- 37 community-based shuttle and trolley services
- 112 transit stop enhancements

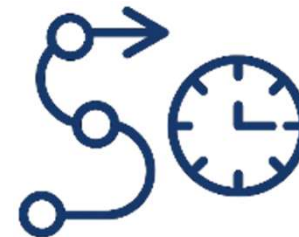


OC – Orange County



Project Delivery Analysis – Looking Ahead

- No major plan changes recommended
- Next comprehensive review recommended prior to the ten-year interval to align with anticipated key milestones:
 - Freeway Program ~90% complete
 - EMP endowment fully funded
 - Countywide Signal Synchronization Baseline Project completion
 - OC Streetcar operating
 - Renewal of community-based transit circulator grants
 - Over 100 transit stop safety enhancements complete
- Proposed Action Plan developed to guide implementation over next five years until the next review in 2031





Comprehensive, Countywide Community Engagement

Broad Reach



Statistically valid survey

Community survey



Focus groups

Elected official roundtables



Community events

Regional stakeholder interviews

Balanced Approach



Multilingual materials, surveys

Flexible ways to participate



Engagement across all five supervisorial districts

Outreach across demographic groups



Multi-platform promotion



What We Heard: Strong Support with Clear Priorities

What We Heard	Why It Matters
Continued support for local funding Support increases after learning how funds are used	<i>Informed voters are more likely to sustain support</i>
Priorities: Roads, congestion relief Reflects daily auto reliance	<i>Roadway performance remains central to public confidence</i>
Transit support prioritizes accessibility Reliability, first-/last-mile access are key	<i>Balanced investment requires reliable, accessible transit</i>
Limited awareness of M2 funding	<i>Visibility directly strengthens public trust</i>



Affirms the Plan, Identifies Opportunities

Protect What's Working

- Broad support for the balanced program
- Continued stakeholder and agency credibility

Increase Visibility and Transparency

- Strengthen awareness of M2-funded projects
- Emphasize measurable outcomes and results

Prepare for Evolving Mobility Needs

- Address generational differences and multimodal demand
- Maintain focus on congestion relief and system efficiency





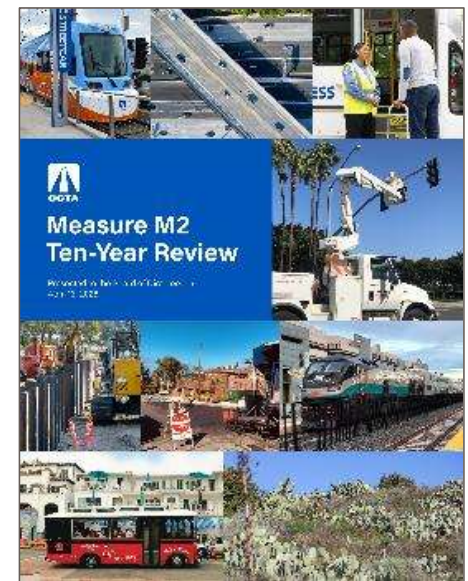
Proposed Action Plan

Program	Proposed Action
Project O: Regional Capacity Program	Evaluate the creation of a competitive pavement subprogram
Project P: Regional Traffic Signal Synchronization Program	Assess the results and recommendations from the Countywide Signal Synchronization Baseline Project
Project R: High-Frequency Metrolink Service	<ul style="list-style-type: none">• Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, such as establishing a target OCTA funding level as part of the FY 2026-27 budget development process• Request Metrolink to provide regular updates to the OCTA Board of Directors on systemwide performance
Project U: Expand Mobility Choices for Seniors and Persons with Disabilities	Senior Mobility Program (SMP) – Evaluate and update the SMP guidelines to ensure consistency, enhance clarity, and support evolving mobility needs
Project W: Safe Transit Stops	Update the list of the 100 busiest stops



Key Takeaways

- M2 remains consistent with voter-approved plan
- Financially sustainable through 2041; Metrolink requires close monitoring
- Substantial progress across all program categories
- Continued growth increasing system demand
- Stakeholder priorities align with the plan's balanced framework
- Proposed Action Plan provides near-term strategic direction





Next Steps

- Implement proposed Action Plan
- Continue monitoring program performance, financial capacity, project delivery risks, and stakeholder priorities
- Provide progress updates through M2 Quarterly Reports and at key milestones

