

## 2025 Updated Next 10 Delivery Plan Progress on Deliverables

Significant Measure M2 (M2) progress and accomplishments have been made since 2007. The 2025 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) 2025-26 through FY 2034-35, equating to approximately \$6.1 billion invested to improve the local transportation system.

### Freeways

#### 1. Deliver 11 freeway improvement projects through construction (Projects A-M).

**Status:** The M2 Freeway Program is currently made up of 30 projects/project segments of which 17 have been completed to date. Deliverable 1 includes 11 projects to be delivered through construction as reflected in the table below. The completion of these 11 projects will bring the total number of completed projects to 28 by 2033, which equates to approximately 93 percent of the M2 Freeway Program.

In Construction		Construction Complete	Cost*
Project C, D	Interstate 5 (I-5) between State Route 73 (SR-73) and El Toro Road Landscaping	2026	\$12.4 <sup>1</sup>
1. Project F	State Route 55 (SR-55) between Interstate 405 (I-405) and I-5	2027	\$505.7
2. Project I	State Route 91 (SR-91) between SR-55 and Lakeview Avenue	2028	\$140.7
3. Project M	Interstate 605 Katella Avenue Interchange	2027	\$53.0
		Subtotal	\$711.8
In Design		Construction Complete	Cost*
4. Project B	I-5 between I-405 and Yale Avenue	2029	\$388.1
5. Project B	I-5 between Yale Avenue and SR-55	2029	\$327.9
6. Project F	SR-55 between I-5 and SR-91	2030	\$202.1

<sup>1</sup> Landscaping for the I-5 between SR-73 and El Toro Road project was separated from the mainline construction contracts but is not counted as an additional project.

In Design		Construction Complete	Cost*
7. Project G	State Route 57 (SR-57) Northbound from Orangewood Avenue to Katella Avenue	2028	\$135.4
8. Project I	SR-91 between La Palma Avenue and SR-55	2030	\$380.7
9. Project I	SR-91 between Acacia Street and La Palma Avenue	2029	\$257.5
		Subtotal	\$1,691.7
In Environmental		Construction Complete	Cost*
10. Project D	I-5 El Toro Road Interchange	2033	\$300.0 <sup>2</sup>
11. Project J	SR-91 between State Route 241 and Orange/Riverside County Line	2030	\$91.0 <sup>3</sup>
		Subtotal	\$391.0
		<b>Deliverable 1 Total</b>	<b>\$2,794.5</b>

\*Cost in millions

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

**Status:** The two remaining projects (of the 30 total) are environmentally cleared or on track to be cleared by 2028, 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 Shelf-Ready	Cost*
1. Project G	SR-57 Northbound from Lambert Road to Orange/Los Angeles County Line	2028	\$445.5 <sup>2</sup>
2. Project L	I-405 between I-5 and SR-55	2018	\$269.6
		<b>Remaining M2 Freeway Projects Total</b>	<b>\$715.1<sup>4</sup></b>

\*Cost in millions

<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> 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 Riverside County Transportation Commission.

<sup>4</sup> The total will be revised once the two remaining projects (Project G and L) have a selected project alternative and complete environmental clearance.

## **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, the Orange County Transportation Authority (OCTA) has awarded approximately \$564.4 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, \$823.0<sup>5,6,7</sup> million in Local Fair Share (Project Q) funds have been distributed to local jurisdictions.

## **Transit**

- 4. Support Metrolink service and advance development of a rail station, contingent on interagency coordination and long-term fiscal sustainability (Project R).**

**Status:** Project R provides funding for Metrolink operations and aims to increase rail services within the County and to adjacent counties. 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 *Metrolink Reimagined* service change implemented in October 2024 aims to increase midday and evening train service to help Metrolink expand their customer market beyond the traditional commuter market. Following this service change, the three lines serving Orange County currently operate 58 weekday trains, representing a 7.4 percent increase to pre-coronavirus operating levels. However, Metrolink ridership recovery continues to struggle, impacting 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 additional external funds, the current service cannot be sustained beyond FY 2033-34. OCTA will continue to actively engage with Metrolink and the other member agencies to monitor ridership levels and the financial impacts to M2.

---

<sup>5</sup> Only includes disbursed funds. On May 28, 2024, the OCTA Board of Directors (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>6</sup> Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach 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 Huntington Beach reestablishes eligibility.

<sup>7</sup> On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.

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 the rail line is currently open as a result of ongoing emergency work, longer-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 immediate as well as short- and medium-term solutions with the goal of protecting the rail line in place for approximately the next 30 years. A separate study 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 Los Angeles-San Diego-San Luis Obispo Rail corridor. As these studies progress, future updates to the Next 10 Plan will incorporate more current information.

Additionally, OCTA remains committed to advancing the development of the Placentia Metrolink Station Project. However, project advancement beyond the environmental phase is dependent on a shared-use agreement between Metrolink and BNSF Railway Company prior to advertisement and construction, as well as Metrolink's long-term fiscal sustainability and ability to support continued operations.

**5. Complete construction and begin operating the OC Streetcar. Additionally, 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 continued installation of overhead wires and utilities, along with continued construction on the Pacific Electric right-of-way, and Maintenance and Storage Facility (MSF). Regular coordination meetings, staff training, and documentation efforts are underway to ensure a safe, reliable, and seamless transition to operations. Additionally, all eight cars have been delivered to the MSF. Construction is anticipated to be complete to begin revenue operations in 2026.

**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 \$151.7<sup>8,9,10</sup> million 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 lower 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 \$96.8 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, 21 projects are active, four are planned, 13 have been cancelled (primarily due to low ridership), and 11 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, 94 improvements have been completed, 18 improvements are in various stages of implementation, and ten improvements have been cancelled by the awarded agency.

---

<sup>8</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>9</sup> Only includes disbursed funds. On May 12, 2025, the Board determined the City of Huntington Beach 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 Huntington Beach reestablishes eligibility.

<sup>10</sup> On May 12, 2025, the Board determined the City of Orange eligible to receive net M2 revenues again. Withheld funds were released in June 2025.

## **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 13 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 September 30, 2025, the endowment balance was \$38,595,652. 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 \$43.4 million in funding for 241 Tier 1 projects through 15 calls and \$34.9 million for 26 Tier 2 projects through three calls.