



April 6, 2026

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: 15 Years of Measure M2

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is placed over the "From:" line of the header.

Overview

On April 1, 2026, Renewed Measure M, also known as Measure M2, reached a significant milestone, marking the halfway point of the voter-approved 30-year program. Over the past 15 years, Measure M2 has delivered significant transportation investments across Orange County, including advancing major freeway improvements, enhancing streets and roads in every city, expanding transit options, and funding programs that protect our environment. This milestone provides an opportunity to reflect on the progress achieved to date and to reaffirm the Orange County Transportation Authority's commitment to fulfilling the improvements promised to voters.

Recommendation

Receive and file as an information item.

Background

On November 7, 2006, nearly 70 percent of Orange County voters approved the Renewed Measure M (M2) Transportation Investment Plan (Plan), a one-half-cent sales tax for transportation improvements. The Plan provides a 30-year revenue stream for a broad range of transportation and environmental initiatives and includes a governing ordinance that defines the requirements for implementation. Ordinance No. 3 (M2 Ordinance) designates the Orange County Transportation Authority (OCTA) as responsible for administering the Plan and ensuring that commitments made to the voters are fulfilled.

M2 provides a locally controlled funding source that enables OCTA to deliver a voter-approved, balanced Plan that reflects the diverse needs of Orange County communities. Maintaining the trust placed in OCTA by voters remains a fundamental priority as the Plan continues to be implemented consistent with voter-approved commitments and established taxpayer safeguards, including regular public reporting on delivery progress through the M2 Quarterly Report.

Discussion

Sales tax collection for M2 began on April 1, 2011, and is forecasted to generate approximately \$13.2 billion through 2041. On April 1, 2026, M2 reached the midpoint of the 30-year program. In the first 15 years, M2 has generated nearly \$7.5 billion in transportation investments, combining OCTA's local one-half-cent sales tax with additional state and federal funding. OCTA continues to implement the Plan by investing concurrently across all modes, including freeway, streets and roads, transit, and environmental programs. The following summarizes key accomplishments across all M2 programs through December 31, 2025.

Freeway Program

The Plan allocates 43 percent of M2 net revenues for the Freeway Program. The Freeway Program consists of 13 projects that have been segmented into 30 projects for delivery purposes. To date, 17 projects have been completed, with an additional ten currently underway and anticipated to be completed by 2030.

Of the ten projects that are underway, six are in construction, three are in final design, and one is a joint project with the Riverside County Transportation Commission that is currently advertised using the progressive design-build method. This joint project – State Route 91 Eastbound Corridor Operations Project – will improve eastbound travel between State Route 241 and State Route 71. Completing these ten projects will result in 27 completed projects by 2030, representing approximately 90 percent of the Freeway Program. The remaining three projects are in various stages of project development.

In addition, the Freeway Service Patrol (FSP) provides free roadside assistance to stranded motorists and removes debris to reduce congestion and improve safety on Orange County freeways. Services include jump-starts, tire changes, fuel delivery, and towing vehicles and debris to safe locations. To date, FSP has provided more than 889,000 freeway services.

Five percent of the Freeway Program is allocated to the Environmental Mitigation Program (EMP), which offsets the biological habitat impacts of the Freeway Program projects. The OCTA Board of Directors (Board) has authorized \$55 million for the EMP to acquire conservation lands and fund habitat restoration projects. To date, OCTA has acquired more than 1,300 acres and funded 13 restoration projects covering approximately 350 acres to fulfill mitigation requirements for the Freeway Program.

The wildlife and habitat on the acquired lands are protected in perpetuity, with long-term management of the properties supported by an endowment. As of December 2025, the balance of the endowment was \$39,898,925, which includes ten deposits of approximately \$2.9 million. Current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million in

fiscal year 2027-28; however, the performance of the fund may affect the timeframe for full funding of the endowment.

Streets and Roads Program

For the Streets and Roads Program, the Plan dedicates 32 percent of M2 net revenues to improving Orange County's 6,500 miles of local streets and roads through three programs: the Regional Capacity Program (RCP), the Regional Traffic Signal Synchronization Program (RTSSP), and the Local Fair Share (LFS) Program.

The RCP provides funds to improve Orange County's Master Plan of Arterial Highways, while the RTSSP supports the ongoing coordination of more than 2,000 signalized intersections. The LFS Program provides flexible funding to local jurisdictions for road maintenance, pothole repairs, transportation safety enhancements, and other local transportation priorities. Since 2011, more than \$1.3 billion^{1,2} has been allocated to local jurisdictions through these programs. To further extend the benefits of these programs, OCTA has leveraged approximately \$53.9 million in external funding.

RCP and RTSSP are two competitive programs that provide annual grant opportunities to local jurisdictions. Since 2011, the Board has awarded 195 RCP projects (237 project phases) totaling more than \$432 million, including \$23.4 million in external funding. Of these, 157 project phases have been completed, 53 are in various stages of implementation, and 27 have been cancelled by the awarded local jurisdictions. During the same period, the Board has awarded 123 RTSSP projects³ totaling approximately \$162.3 million. Overall, OCTA has funded 143 projects³ totaling nearly \$196.8 million, including \$40.1 million in leveraged external funding. To date, OCTA and local agencies have synchronized 3,789 intersections over 979 miles of streets (109 completed projects). These projects have resulted in a 13 percent reduction in travel time and a 14 percent improvement in travel speed.

Included in the M2 Ordinance as another element of RCP is funding for construction of grade separations. OCTA has completed seven grade separation (underpasses and overpasses) to separate high-volume streets that were impacted by freight trains along the BNSF Railway Company railroad corridor.

¹ Reflects the amount currently programmed to local jurisdictions, excluding cancelled projects and unexpended grant balances from completed projects.

² Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

³ To date, three projects totaling approximately \$1.6 million have been cancelled by the awarded local jurisdictions.

The \$667 million OC Bridges Program, of which \$152.6 million was committed in M2 and the remainder in leveraged external funding, improved safety, reduced delays for motorists, and significantly improved traffic flow along the corridor.

Through LFS, local jurisdictions receive reliable, bi-monthly formula-based disbursements. While primarily intended to address the rising cost of maintaining the aging street system, these funds also provide flexibility to address local transportation priorities. To date, OCTA has provided more than \$835.3 million⁴ through the LFS Program.

Collectively, these investments have resulted in Orange County's average weighted pavement condition index of 79, ranking the best in the state; the statewide average is 65.

Transit Program

The Plan allocates 25 percent of M2 net revenues to the Transit Program to provide alternatives to driving and expanding mobility options throughout Orange County. M2 serves as the primary funding source for Metrolink commuter rail service in Orange County and supports capital improvements that enhance operations and transit connections to extend the reach of the service. Since 2011, M2 has funded Orange County's share of Metrolink operating costs, upgraded seven Metrolink stations, and provided competitive multi-year transit funding commitments for bus and station van services connecting to Metrolink (\$483,133 to date), and transit stop improvements (\$2.9 million to date).

The Community-Based Transit Circulators Program is a competitive program that provides funding to local jurisdictions to establish local transit services that complement regional bus and rail services in areas not adequately served by regional transit, and that do not duplicate or compete with existing transit services. Since 2011, the Board has awarded 50 projects and ten planning studies totaling approximately \$99.4 million. Of these, 16 are currently active, four are planned, 17 have been completed, and 13 have been cancelled by the awarded local jurisdictions.

M2 also provides dedicated funding for three programs (Senior Mobility Program, Senior Non-Emergency Medical Transportation Program, and Fare Stabilization Program), that support the expansion of mobility options for seniors and persons with disabilities (\$154.2 million⁴ to date). In addition, the OC Streetcar Project is in the final stages of construction, with testing activities underway to ensure safe and reliable revenue service between the cities of

⁴ Only includes disbursed funds. Pursuant to Section 10.4 of the M2 Ordinance, the Board determined the City of Buena Park (on May 28, 2024) and the City of Huntington Beach (on May 12, 2025) ineligible to receive net M2 revenues for five years. Disbursements have been suspended until each city reestablishes eligibility.

Garden Grove and Santa Ana, further expanding Orange County's transit network.

Environmental Cleanup Program

M2 includes the Environmental Cleanup Program (ECP), which is funded by two percent of M2 gross revenues and is focused on improving water quality by addressing transportation-related pollutants. Since 2011, the ECP has awarded approximately \$78.2 million for 241 projects for trash removal devices (Tier 1) and 26 projects for large-scale water quality best management practices projects (Tier 2). To date, 25 projects are active, 221 are complete, and 21 have been cancelled by the awarded local jurisdictions. These efforts have resulted in the capture of an estimated 91.7 million gallons of trash, equivalent to more than 16,200 trash truck loads of garbage, that could have otherwise entered Orange County streams and waters.

Summary

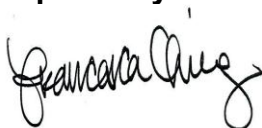
M2 reached a significant milestone on April 1, 2026, marking the midpoint of the voter-approved 30-year program. This report summarizes the substantial progress that has been made across all program categories, with investments delivered concurrently in freeways, streets and roads, transit, and environmental programs through December 2025.

These accomplishments demonstrate that M2 continues to deliver on the commitments made to voters while maintaining a balanced approach to transportation investments that reflect the diverse mobility needs of Orange County.

Attachment

None.

Prepared by:



Francesca Ching
Manager, Measure M2
Program Management Office
(714) 560-5625

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729