



# AGENDA

## Measure M2 Taxpayer Oversight Committee - Annual Eligibility Review Subcommittee

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### Committee Members

Matt McGuinness, <i>Chair</i>	District 5
Richie Kerwin Lim	District 1
Dale Soeffner	District 1
Larry Tekler	District 2
Eugene Fields	District 3
Stanley Counts	District 4
Jeffrey Kaplan	District 5

Orange County Transportation Authority  
550 South Main Street, Room 08  
Orange, California  
**Thursday, September 20, 2018 5:30 p.m.**

### Call to Order and Self Introductions

1. **Approval of March 28, 2018 AER Subcommittee Minutes**
2. **Measure M2 Eligibility Overview** – Brianna Martinez
3. **Pavement Management Plan (PMP) Review** – Harry Thomas

#### **Overview**

All local jurisdictions in Orange County are required to submit and adopt a PMP report biennially in order to remain eligible to receive M2 net revenues. The PMP includes current and projected status of pavement on roads, plan for road maintenance and rehabilitation, and alternative strategies and costs necessary to improve road pavement conditions. There are 21 PMPs that will be reviewed as part of the FY 2018-19 M2 eligibility cycle. The remaining 14 local agencies were reviewed by the TOC last year and will be due in the next cycle.

#### **Recommendation**

Determine that all 21 local agencies' PMPs satisfy Ordinance requirements to receive Measure M2 net revenues for fiscal year 2018-19.

4. **Eligibility Review Next Steps** – Brianna Martinez

- **Monday, October 1, 2018**

*Committee members must complete the review forms and return signed forms to OCTA by Monday, October 1, 2018 OR bring the completed forms to the TOC meeting on Tuesday, October 9, 2018. OCTA staff will prepare a staff report that includes the subcommittee recommendations to TOC on Tuesday, October 9, 2018.*

- **Tuesday, October 9, 2018**

*The eligibility findings will be presented at the TOC meeting on Tuesday, October 9, 2018.*

- **Monday, December 3, 2018 and December 10, 2018**

*The eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways (RP&H) Committee on Monday, December 3, 2018 and Board of Directors on December 10, 2018 for Fiscal Year 2018-19 eligibility determination.*

5. **Staff Comments**

6. **Public Comments**

7. **Adjournment**

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*The next meeting of this subcommittee will be held in March 2019.*



# MINUTES

## Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee March 28, 2018

### **Voting Members Present:**

Matt McGuinness, Chair *District 5*  
Stanley Counts *District 4*  
Eugene Fields *District 3*  
Alan Dubin *District 2*  
Richie Kerwin Lim *District 1*

### **Staff Present:**

Sean Murdock  
Nereida Villasenor  
Alice Rogan  
Adriann Cardoso  
Joseph Alcock  
May Hout

### **Call to Order and Self Introductions**

The March 28, 2018 meeting of the Annual Eligibility Review subcommittee was called to order by the Chair, Matt McGuinness, at 5:30 p.m.

### **Consent Calendar Items**

#### **1. Approval of September 12, 2017 AER Subcommittee Minutes**

A motion was made by Eugene Fields, seconded by Richie Lim, and declared passed by those present, to approve the Annual Eligibility Review subcommittee meeting minutes of the September 12, 2017 meeting.

### **Discussion Items**

There were no discussion items.

### **Regular Items**

#### **1. Review of Measure M2 (M2) Expenditure Reports for FY 2016-17 – Sean Murdock**

Mr. Murdock provided an overview of the expenditure report requirement. He explained that all jurisdictions are required to submit an annual expenditure report within 6 months of the end of their fiscal year in order to remain eligible for M2 funding. The expenditure report accounts for net revenues, developer/traffic impact fees, and funds expended that satisfy maintenance of effort (MOE) requirements by maintaining a minimum level of local streets and roads expenditures. The report also includes fund balances, interest accrued for each as well as identification of expenditures by program. He explained that Finance Directors are required to sign the expenditure report attesting to the accuracy of the report. Each local agency must also take the expenditure report to the City Council/Board for adoption.

Mr. Murdock went over the expenditure report template, expenditure reports for the 35 local agencies and previous audit findings. He also explained that local agencies have three years to expend Measure M2 funds and can request an extension.

Mr. Lim noted that there were concerns with indirect costs raised by subcommittee members last year and inquired whether the expenditure report had been revised to better classify indirect costs.

Mr. Murdock explained that term “administration” misleads individuals to believe that this is administrative costs when in actuality administration includes transportation-related expenditures that cannot be directly charged to a specific project. For example, if a city has a fleet of vehicles and is not tracking each vehicle to one particular project, what they’re going to do is classify these expenses as indirect because they cannot charge it to one project. The auditor’s recommendation is to redefine

administration and mentioned that OCTA staff was in the process of clarifying eligible expenditures reported as indirect and/or overhead on the expenditure report template instructions.

Mr. Fields requested examples of the \$140k reported as Other Street Purpose Maintenance on Schedule 3 of the Expenditure Report for the City of Aliso Viejo. Mr. Murdock mentioned that OCTA could ask the City. Ms. Hout later explained that there are examples included in the M2 Expenditure Report Template Instructions provided in the binder, which satisfied Mr. Fields inquiry.

Mr. Fields suggested that the previous year's fact sheets be included in the review materials next year for comparison. Mr. Murdock stated that the previous year's fact sheets would be included with next year's review materials.

Mr. McGuinness asked for an example of the most common water quality project type. Ms. Hout explained that the most common environmental cleanup program projects install citywide catch basins and storm drain filters.

Mr. Lim motioned to approve. Mr. Counts seconded the motion. The item was passed by and declared passed by those present to affirm ordinance compliance.

Mr. Lim motioned to approve. Mr. Counts seconded the motion. The item was passed by and declared passed by those present to recommend to the TOC audit subcommittee that the cities of San Clemente's Senior Mobility Program and Local Fair Share (LFS), and Costa Mesa's LFS be considered for audit next year.

The AER subcommittee directed OCTA staff to communicate concerns to City of Rancho Santa Margarita regarding the MOE benchmark reported as actual expenditures. In the event that any MOE expenditures are deemed ineligible through a future audit, the city may jeopardize their eligibility status and risk being ineligible to receive Measure M2 funds since the expenditures would be below the required benchmark. This motion was made by Mr. Fields, seconded by Mr. Lim, and declared passed by those present.

## **2. Eligibility Review Next Steps – May Hout**

Ms. Hout asked the members to complete the review forms and return signed forms to OCTA by April 2, 2018 or bring the completed review forms to the Taxpayer Oversight Committee (TOC) meeting on April 10, 2018. Ms. Hout also informed the subcommittee that OCTA staff will prepare a staff report that includes the AER subcommittee recommendations that will be presented to the TOC on April 10, 2018. Ms. Hout stated that the expenditure report eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways Committee on June 4, 2018 and Board of Directors on June 11, 2018 for final Fiscal Year 2017-18 eligibility determination.

## **3. Public Comments**

There were no members of the public present.

## **4. Adjournment**

Meeting adjourned at 7:11 p.m. The next meeting of this subcommittee will be held in September 2018. The subcommittee will be reviewing two eligibility components for the Fiscal Year 2018-19 M2 Eligibility Cycle: Mitigation Fee Program (if any updates) and Pavement Management Plans.

**I. Pavement Management Plan Certification**

The City of Aliso Viejo, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for the Arterial (MPAH) and April 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 25.3%;
  - Rehabilitation = 14.5%;
  - Reconstruction = 2.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$5,138,300;
  - Following biennial period \$4,666,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$3,104,000;
  - Following biennial period \$3,002,500
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

\_\_\_\_\_  
Shaun Pelletier

Name (Print)

\_\_\_\_\_  
  
Signed

\_\_\_\_\_  
Director of Public Works

Title

\_\_\_\_\_  
City of Aliso Viejo

Jurisdiction

\_\_\_\_\_  
5/25/18

Date





I. Pavement Management Plan Certification

The City of Buena Park certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by NCE using StreetSaver®, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for Arterial (MPAH) streets and April, 2018 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on February, 2018.
- Percentage of all sections of pavement needing:
  - Preventative Maintenance:72.4%
  - Rehabilitation: 27.2%
  - Reconstruction: 0.4%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$39.8 million
  - Following biennial period \$15.6 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$4.4 million
  - Following biennial period \$9.7 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

David Jacobs, P.E., L.S.

Name (Print)



Signed

Director of Public Works /City Engineer

Title

City of Buena Park

Jurisdiction

6-13-18

Date

**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

**I. Pavement Management Plan Certification**

The City of Costa Mesa, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2018 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 22.9%;
  - Rehabilitation = 10.9%;
  - Reconstruction = 0.3%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$16,871,300;
  - following biennial period \$7,722,800
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$17,791,371;
  - following biennial period \$22,448,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

BALTAZAR MEJIA  
Name (Print)

City of Costa Mesa  
Jurisdiction

Baltazar Mejia  
Signed

6/20/18  
Date

City Engineer  
Title



## **I. Pavement Management Plan Certification**

The City of Fountain Valley, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for the Arterial (MPAH) and April 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 23.7%;
  - Rehabilitation = 14.2%;
  - Reconstruction = 0.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$7,741,200;
  - Following biennial period \$7,800,100
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$8,550,000;
  - Following biennial period \$8,014,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

TEMO GALVEZ

Name (Print)



Signed

Deputy Director of Public Works/City Engineer

Title

City of Fountain Valley

Jurisdiction

6-26-2018

Date



2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018

I. Pavement Management Plan Certification

The City of Fullerton, CA certifies that is has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2018 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 29.4%;
  - Rehabilitation = 15.4%;
  - Reconstruction = 27.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$14,291,700;
  - Following biennial period \$13,337,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$12,600,000;
  - Following biennial period \$9,350,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Donald K. Hoppe

Name (Print)

City of Fullerton

Jurisdiction

[Signature]

Signed

5-22-18

Date

Director of Public Works

Title







### I. Pavement Management Plan Certification

The City/County of Garden Grove certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

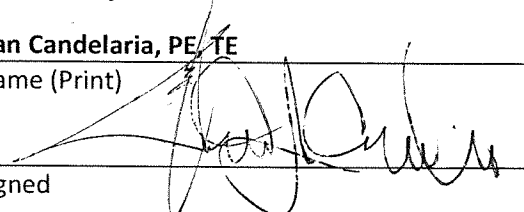
The plan was developed by NCE using PAVER™, a pavement management system, conforming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for Arterial (MPAH) streets and April, 2018 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on October, 2017.
- Percentage of all sections of pavement needing:
  - Preventative Maintenance:60.1%
  - Rehabilitation: 34.9%
  - Reconstruction: 5%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$117.1 million
  - Following biennial period \$46.1 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$12.1 million ✓
  - Following biennial period \$12.6 million ✓
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Dan Candelaria, PE/TE  
 Name (Print)  
  
 Signed  
 City Engineer  
 Title

City of Garden Grove  
 Jurisdiction  
6/7/18  
 Date

**I. Pavement Management Plan Certification**

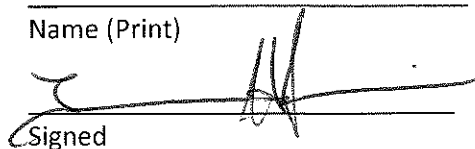
The City of Huntington Beach, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2018 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 24.8%;
  - Rehabilitation = 29.2%;
  - Reconstruction = 5.7%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$12,987,200;
  - following biennial period \$12,995,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$19,900,000;
  - following biennial period \$14,000,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

TRAVIS HOPKINS  
Name (Print)  
  
Signed  
Director of Public Works  
Title

City of Huntington Beach  
Jurisdiction  
6/4/18  
Date



**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

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**I. Pavement Management Plan Certification**

The City of La Palma, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

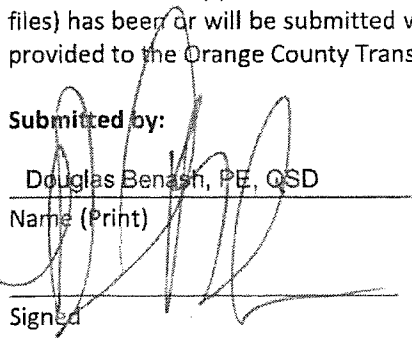
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-16, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in May, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 94.9%;
  - Rehabilitation = 4.7%;
  - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$2,120,000;
  - following biennial period \$1,725,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$2,120,000;
  - following biennial period \$1,400,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

Douglas Benash, PE, QSD  
Name (Print)

  
Signed

City Engineer  
Title

City of La Palma  
Jurisdiction

06/12/18  
Date



2018 Citywide Pavement Management Plan – OCTA Submittal

Final Report – June 29, 2018

I. Pavement Management Plan Certification

The City of Laguna Beach, CA certifies that is has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

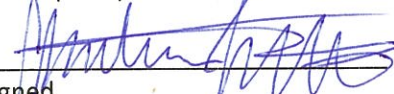
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for the Arterial (MPAH) and May 2016 for the Local streets
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2016
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 20.4%;
  - Rehabilitation = 3.1%;
  - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$1,891,000;
  - following biennial period \$2,039,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$2,150,000;
  - following biennial period \$2,100,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9)
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Christina Templeton  
Name (Print)

  
Signed

City Engineer  
Title

City of Laguna Beach  
Jurisdiction

5/16/18  
Date



**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

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**I. Pavement Management Plan Certification**

The City of Laguna Hills, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

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- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for the Arterial (MPAH) and April 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 22.8%;
  - Rehabilitation = 23.5%;
  - Reconstruction = 0.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$3,070,000;
  - Following biennial period \$3,050,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$2,400,000;
  - Following biennial period \$2,500,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

Kenneth H. Rosenfield  
Name (Print)

*Kenneth H. Rosenfield*  
Signed

City of Laguna Hills  
Jurisdiction

5/30/2018  
Date

Assistant City Manager / Public Services Director  
Title





I. Pavement Management Plan Certification

The City of Laguna Niguel certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by NCE\* using PAVER, a pavement management system, conforming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on December, 2017 for Arterial (MPAH) streets and December, 2017 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on December, 2017.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:70.0%
o Rehabilitation: 29.6%
o Reconstruction: 0.4%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$10.4 million
o Following biennial period \$3.2 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$4.2 million
o Following biennial period \$4.2 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Ziad Mazboudi

Name (Print)

[Handwritten signature]

Signed

Acting Director of Public Works / City Engineer

Title

City of Laguna Niguel

Jurisdiction

8/10/18

Date



# Pavement Management Plan Certification

The City/County of Laguna Woods certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by CivilSource, Inc. \* using MicroPaver, a pavement management system, conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

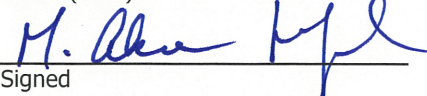
- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on February, 2018 for Arterial (MPAH) streets and \_\_\_\_\_, \_\_\_\_\_ for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed April, 2018
- Percentage of all sections of pavement needing:  
Preventive Maintenance 8.10%, Rehabilitation 0%, Reconstruction 0%
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:  
Current biennial period \$1,221,727.00, Following biennial period \$511,853.00
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.  
Current biennial period \$322,080.00, Following biennial period \$415,000.00
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\* An electronic copy of the Pavement Management Plan with Micro Paver or StreetSaver compatible files has been or will be submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

M. Akram Hindiyeh  
Name (Print)

  
Signed

City of Laguna Woods  
Jurisdiction

4/19/2018  
Date

City Engineer  
Title



I. Pavement Management Plan Certification

The City of Mission Viejo certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by NCE using StreetSaver®, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for Arterial (MPAH) streets and April, 2018 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2018.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:86.3%
o Rehabilitation: 13.6%
o Reconstruction: 0.1%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$20.9 million
o Following biennial period \$8.7 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$9.4 million
o Following biennial period \$9.8 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver® compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Mark Chagnon
Name (Print)
Signed
Director of Public Works
Title

City of Mission Viejo
Jurisdiction
6-26-18
Date





I. Pavement Management Plan Certification

The City of Orange certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by NCE using PAVER™, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for Arterial (MPAH) streets and April, 2018 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2018.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:68.2%
o Rehabilitation: 27.2%
o Reconstruction: 4.6%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$65.1 million
o Following biennial period \$7.2 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$12.0 million
o Following biennial period \$13.9 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Frank Sun

Name (Print)

Signed

Deputy Public Works Director/City Engineer

Title

City of Orange

Jurisdiction

Date



### I. Pavement Management Plan Certification

The City/County of Placentia certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M2.

The plan was developed by Harris & Associates\* using Micro Paver, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2018 for Arterial (MPAH) streets and March, 2018 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2018.
- Percentage of all sections of pavement needing:
  - Preventative Maintenance:40%
  - Rehabilitation: 20%
  - Reconstruction: 9%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$\$29,671,761
  - Following biennial period \$326,312
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$2,100,00
  - Following biennial period \$2,800,000
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

LOIS EGAEVEZ  
 Name (Print)

[Signature]  
 Signed

8/1/18  
 Title

City of Placentia  
 Jurisdiction

6/29/2018  
 Date

## I. Pavement Management Plan Certification

The City of Rancho Santa Margarita, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).


The plan was developed by Bucknam Infrastructure Group, Inc. using StreetSaver, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on January, 2018 for the Arterial (MPAH) and August 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in August, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 33.3%;
  - Rehabilitation = 15.1%;
  - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$3,646,700;
  - following biennial period \$4,225,700;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$2,719,000;
  - following biennial period \$4,545,900;
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

BRENDAN DEHAN  
Name (Print)

  
Signed  
Acting City Engineer  
Title

City of RSM  
Jurisdiction

June 30, 2018  
Date





I. Pavement Management Plan Certification

The City of Santa Ana certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by City of Santa Ana\* using StreetSaver, a pavement management system, conforming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2018 for Arterial (MPAH) streets and March, 2018 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2018.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:65.9%
o Rehabilitation: 26.7%
o Reconstruction: 7.4%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$190.7 million
o Following biennial period \$17.1 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$24.8 million
o Following biennial period \$10.3 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Edwin "William" Galvez
Name (Print)

[Signature]
Signed

Acting Executive Public Works Director
Title

City of Santa Ana
Jurisdiction

6/4/2018
Date



I. Pavement Management Plan Certification

The City/County of Seal Beach certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by NCE using PAVER™, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on January, 2018 for Arterial (MPAH) streets and January, 2018 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on January, 2018.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:79.9%
o Rehabilitation: 17.8%
o Reconstruction: 2.3%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$4.9 million
o Following biennial period \$0.5 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$1.2 million
o Following biennial period \$1.2 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

STEVE MYRTER, P.E.

Name (Print)

Signed

Director of Public Works

Title

City of Seal Beach

Jurisdiction

Date

# 2018 Pavement Management Plan ~Agency Submittal

## City of Villa Park, CA



### I. Pavement Management Plan Certification

The City of **Villa Park** certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify of for allocation of revenues generated from renewed Measure M2.

The plan was developed by **märker geospatial** using **PAVER™**, a pavement management system, conforming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- ✓ Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on **April 2018** for Arterial (MPAH) streets and **April 2018** for local streets;
- ✓ Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on **April 2018**.
- ✓ Percentage of all sections of pavement needing:
  - Preventative Maintenance: **45%**
  - Rehabilitation: **17%**
  - Reconstruction: **1%**
- ✓ Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period **\$4,125,300**
  - Following biennial period **\$3,760,400**
- ✓ Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period **\$1,400,000**
  - Following biennial period **\$1,000,000**
- ✓ Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- ✓ The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with PAVER compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

M. Akram Hindiyyeh

City of Villa Park

Name (Print)

Jurisdiction

8/1/2018

Signed

Date

City Engineer

Title

2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018

I. Pavement Management Plan Certification

The City of Westminster, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2018 for the Arterial (MPAH) and April 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 31.7%;
  - Rehabilitation = 18.9%;
  - Reconstruction = 9.7%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$9,692,300;
  - Following biennial period \$9,677,900;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$6,912,500;
  - Following biennial period \$7,002,300;
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

Maywan Youssef  
 Name (Print)  
Maywan Youssef  
 Signed

City of Westminster  
 Jurisdiction  
6/20/18  
 Date

Director of Public Works  
 Title





I. Pavement Management Plan Certification

The City/County of Yorba Linda certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Harris & Associates\* using MicroPaver, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on June , 2018 for Arterial (MPAH) streets and June, 2018 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on June, 2018.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:40%
o Rehabilitation: 8%
o Reconstruction: 0%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$12,120,911
o Following biennial period \$3,778,872
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$4,200,000
o Following biennial period \$4,200,00
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

E. (Max) Maximous
Name (Print)
Signed
Public Works Director/City Engineer
Title

City of Yorba Linda
Jurisdiction
6/25/2018
Date



**2018 Measure M2 Eligibility  
Summary Table of Pavement Management Plan (PMP) Elements**

Local Agency	Current Network PCI	Current MPAH PCI	Current Local PCI	Projected Network PCI	Projected MPAH PCI	Projected Local PCI	7 Year R&R Plan Limits	7 Year R&R Plan Areas	7 Year R&R Plan Class	7 Year R&R Plan PCI	7 Year R&R Plan Inspection Dates	7 Year R&R Plan Treatment Type	7 Year R&R Plan Treatment Cost	7 Year R&R Plan Treatment Year	QA/QC	7 Years Current Budget \$ x 10 <sup>6</sup>	7 Years Maintain Network PCI \$ x 10 <sup>6</sup>	7 Years Improve Network PCI \$ x 10 <sup>6</sup>	Software	Certification Form	Compliant PMP (Y/N)
Aliso Viejo	G	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Buena Park	G	G	G	G	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Costa Mesa	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Fountain Valley	VG	G	VG	VG	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Fullerton	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Garden Grove	G	G	G	P	F	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Huntington Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
La Palma	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Beach	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Hills	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Woods*	VG	VG	N/A	G	G	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Mission Viejo	VG	G	VG	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Placentia	F	F	F	P	P	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Rancho Santa Margarita	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Santa Ana	G	F	G	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Seal Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Villa Park	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Westminster	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Yorba Linda	G	VG	F	F	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	85-100
Good	G	75-84
Fair	F	60-74
Poor	P	41-59
Very Poor	VP	0-40

Acronyms	
Micro	MicroPaver Pavement Management Program
MPAH	Master Plan of Arterial Highways
PCI	Pavement Condition Index
QA/QC	Quality Assurance/Quality Control Plan
R&R	Road Maintenance & Rehabilitation Plan
SS	StreetSaver Pavement Management Program
*	All Laguna Woods local streets are private

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for purposes of meeting requirements related to the Pavement Management Plan.



Harry W. Thomas, OCTA

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# ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE

SEPTEMBER 20, 2018





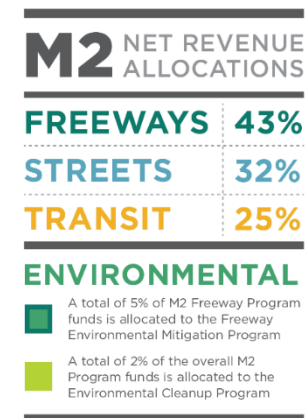
# MEASURE M2 ELIGIBILITY OVERVIEW

BRIANNA MARTINEZ



# ELIGIBILITY OVERVIEW

- Measure M2 is a 30-year, multi-billion dollar program.
- Offers variety of funding programs for transit, freeways, and streets and roads.
- OCTA determines if a local jurisdiction is eligible for funding on an annual basis.
- Agencies must meet 13 eligibility requirements to be eligible for M2 Net Revenues.
- TOC reviews 5 of the 13 eligibility requirements.
- AER Subcommittee has been designated by the TOC to review the 5 eligibility requirements.



# AER SUBCOMMITTEE RESPONSIBILITIES

- Review the following 5 eligibility requirements:
  - Congestion Management Program (CMP)
  - Mitigation Fee Program
  - Expenditure Report
  - Local Traffic Signal Synchronization Plan (LSSP)
  - Pavement Management Plan (PMP)
- Recommend jurisdictions to the Audit subcommittee annually for compliance with Measure M2 Ordinance.



# OTHER ELIGIBILITY REQUIREMENTS

- Remaining eligibility requirements reviewed by OCTA staff:
  - Adopt and update a **Capital Improvement Program**
  - Adopt a General Plan **Circulation Element** consistent with Master Plan of Arterial Highways (MPAH)
  - Satisfy **Maintenance of Effort** requirements
  - Agree that Net Revenues shall not be used to supplant developer funding
  - Provide OCTA with a **Project Final Report** within six months following completion of a project funded with M2 Net Revenues
  - Timely Limit for Use of Net Revenues
  - Participate in **Traffic Forums** to facilitate the planning of traffic synchronization programs/projects
  - Consider land use and planning strategies that accommodate **transit and non-motorized transportation**

# MEETING SCHEDULE

- Annual Eligibility Review (AER) subcommittee will review:
  1. Congestion Management Program (CMP) – September 2019
  2. Pavement Management Plan (PMP) – September 2018
  3. Mitigation Fee Program Updates – September 2019
  4. Local Signal Synchronization Plan – September 2020
  5. Expenditure Report – March 2019

\*Meets: 1-2/Sept & 1-2/March (Expenditure Report)





# PAVEMENT MANAGEMENT PLAN REVIEW

HARRY THOMAS





# PAVEMENT MANAGEMENT PLAN

## ELIGIBILITY REQUIREMENT

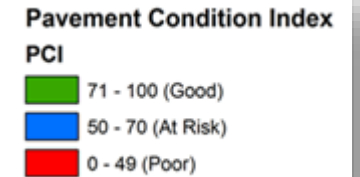
- Adopt and update biennially a PMP
- PMP includes:
  - Current status of pavement on roads
  - Seven-year maintenance and rehabilitation plan
  - Projected road pavement conditions
  - Alternative strategies and costs necessary to improve road pavement conditions

## OCTA ROLES & RESPONSIBILITIES

- Verify the following:
  - Elements are included in the PMP
  - Adoption of PMP
  - Submittal in a timely manner
  - Eligibility for 10% local match reduction under Regional Capacity Program Call for Projects

# BACKGROUND

- Orange County (OC)
  - Population: 3.1 Million
    - Third most populous
    - Second most dense
    - 35 local agencies
- Road Miles: 6,575\*
- Statewide PCI: 65\*
- OC PCI: 79\*



\*2016 California Statewide Local Streets and Roads Needs Assessment

# PROGRAM OBJECTIVES

- Improve and maintain pavement in “Good” condition (OCTA PCI  $\geq 75$ )
- Keep “Good” pavements in good condition - Preventive Maintenance
- Repair those that are deficient - Rehabilitation or Reconstruction
- Encourage cost-effective treatments
- Designate schedule for maintenance and rehabilitation
- Promote consistent field data collection procedures



# PAVEMENT CONDITION INDEX

<b>Very Good</b> 85 - 100
<b>Good</b> 75-84
<b>Fair</b> 60-74
<b>Poor</b> 41-59
<b>Very Poor</b> 0-40



## INCENTIVES

- 10 percent local match reduction criteria for Regional Capacity Competitive Program
  - Improve network average PCI by one point, AND
  - No reduction in average PCI for MPAH or locals -
- **OR** -
  - Show average PCI within highest 20 percent countywide (PCI of 75 or higher)

# INSPECTION FREQUENCY

- MPAH – every two years
- Local streets – every six years

# QA/QC MODEL

- Model QA/QC Plan provided by OCTA
- Describe condition survey protocols
- Data collection type (e.g. windshield or walking)
- Data accuracy required (e.g. re-inspections)
- Schedule for data submittal
- Experience of inspectors
- Safety procedures

# 2018 CONFORMANCE

2018 Measure M2 Eligibility  
Summary Table of Pavement Management Plan (PMP) Elements

Local Agency	Current Network PCI	Current MPAH PCI	Current Local PCI	Projected Network PCI	Projected MPAH PCI	Projected Local PCI	7 Year R/R Plan Limits	7 Year R/R Plan Areas	7 Year R/R Plan Class	7 Year R/R Plan PCI	7 Year R/R Plan Inspection Dates	7 Year R/R Plan Treatment Type	7 Year R/R Plan Treatment Cost	7 Year R/R Plan Treatment Year	QA/QC	7 Years Current Budget \$ x 10 <sup>6</sup>	7 Years Maintain Network PCI \$ x 10 <sup>6</sup>	7 Years Improve Network PCI \$ x 10 <sup>6</sup>	Software	Certification Form	Compliant PMP (Y/N)
Aliso Viejo	G	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Buena Park	G	G	G	G	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Costa Mesa	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Fountain Valley	VG	G	VG	VG	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Fulkerton	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Garden Grove	G	G	G	P	F	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Huntington Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
La Palma	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Beach	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Hills	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Laguna Woods*	VG	VG	N/A	G	G	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Mission Viejo	VG	G	VG	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Placentia	F	F	F	P	P	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Rancho Santa Margarita	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Santa Ana	G	F	G	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Seal Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Villa Park	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Westminster	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Yorba Linda	G	VG	F	F	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	85-100
Good	G	75-84
Fair	F	65-74
Poor	P	41-59
Very Poor	VP	0-40

Acronyms	
Micro	MicroPave Pavement Management Program
MPAH	Master Plan of Arterial Highways
PCI	Pavement Condition Index
QA/QC	Quality Assurance/Quality Control Plan
R/R	Road Maintenance & Rehabilitation Plan
SS	StreetSaver Pavement Management Program
*	All Laguna Woods local streets are private

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for purposes of meeting requirements related to the Pavement Management Plan.



Harry W. Thomas, OCTA



## NEXT STEPS

- Checklists must be returned by October 1, 2018
- October 9, 2018 – Taxpayer Oversight Committee
- December 3, 2018 – OCTA Regional Planning and Highways Committee
- December 10, 2018 – OCTA Board of Directors