

AER Subcommittee Meeting
September 27, 2022

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Agenda – September 27, 2022



AGENDA

Annual Eligibility Review Subcommittee

Committee Members

Andrew Ramirez	District 1
Kirk Watilo	District 3
Joseph McCarthy	District 3
Rasik Patel	District 4
Shannon O'Toole	District 5

Orange County Transportation Authority
550 South Main Street
Orange, California
September 27, 2022 at 5:30 p.m.

Staff

Alice Rogan	Director, External Affairs
Adriann Cardoso	Department Manager, Capital Programming
Christina Byrne	Department Manager, Public Outreach
Harry Thomas	Project Manager, Strategic Planning
Charvalen Alacar	Section Manager, M2 Local Programs
Allison Imler	Community Relations Specialist Associate, Public Outreach
Cynthia Morales	Transportation Funding Analyst, M2 Local Programs
Paul Rodriguez	Rodriguez Consulting Group, Consultant

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5397, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Description

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended action(s) does not indicate what action(s) will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.

In-Person Comment

Members of the public may attend in-person (subject to OCTA's COVID-19 safety protocols) and address the Committee regarding any items. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Speakers will be recognized by the Chair at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.

Written Comments

Written public comments may also be submitted by emailing them to cmorales@octa.net, and must be sent by 12:00 p.m. on Tuesday September 27, 2022. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Committee. Public comments will be made available to the public upon request.

Call to Order and Self Introductions – Cynthia Morales

1. **Selection of Annual Eligibility Review Subcommittee Chair** – Charvalen Alacar
2. **Approval of March 31, 2022 Annual Eligibility Review Subcommittee Minutes** – Chair
3. **Measure M2 Eligibility Overview** – Cynthia Morales
4. **Pavement Management Plan (PMP) Review** – Harry Thomas/Paul Rodriguez

Overview

All local agencies in Orange County are required to submit and adopt a Pavement Management Plan report biennially in order to remain eligible to receive Measure M2 net revenues. The Pavement Management Plan includes the current and projected status of pavement on roads, a plan for road maintenance and rehabilitation, and alternative strategies and (costs) necessary to improve road pavement conditions. There are 21 Pavement Management Plans that will be reviewed as part of the fiscal year 2022-23 Measure M2 Eligibility cycle. The remaining 14 local agencies were reviewed by the Annual Eligibility Review Subcommittee and Taxpayer Oversight Committee last year and will be due in the next review cycle.

Recommendation

Affirm receipt and review of all 21 local agencies' Pavement Management Plan submittals consistent with the current Measure M2 Eligibility submittal requirements.

5. Eligibility Review Next Steps – Cynthia Morales

- *AER Subcommittee members must complete, sign, and return AER review checklists to OCTA by Monday, October 3rd, 2022. OCTA will then prepare a staff report for the Taxpayers' Oversight Committee (TOC), which will include a summary of discussions and confirmation of the Subcommittee's receipt and review of applicable M2 Eligibility requirements.*

- **Tuesday, October 11, 2022**

The AER Subcommittee's M2 Eligibility submittal review will be presented by the AER Subcommittee Chair at the TOC meeting for affirmation of the AER's receipt and review of applicable Measure M2 Eligibility submittal requirements.

- **Monday, November 7, 2022, and November 14, 2022**

Local agencies' eligibility will be considered for a finding of ongoing eligibility by the OCTA Regional Planning & Highways (RP&H) Committee on Monday, November 7, 2022, and OCTA Board of Directors on November 14, 2022, as is required for local agencies to continue receiving Measure M2 net revenues.

6. Staff Comments

7. Public Comments

8. Adjournment

The next meeting of this Subcommittee is anticipated to be held in Spring 2023 and will be scheduled at a later date.

AER Subcommittee Meeting Minutes
March 31, 2022

Voting Members Present:

Douglas Gillen	District 1
Andrew Ramirez	District 1
Joseph McCarthy	District 3
Douglas Anderson	District 5
Shannon O'Toole	District 5

Staff Present:

Sean Murdock
Alice Rogan
Adriann Cardoso
Charvalen Alacar
Angelo Sciortino
Cynthia Morales
Paul Rodriguez, OCTA Consultant
Alison Imler

Call to Order and Self Introductions

The March 31, 2022 meeting of the Annual Eligibility Review (AER) Subcommittee was called to order by Chair Anderson at 5:30 p.m.

1. Approval of the September 28, 2021 AER Subcommittee Minutes

A motion to approve the AER Subcommittee's meeting minutes from the September 28, 2021 meeting was made by Mr. Gillen. The motion was seconded by Ms. O'Toole and was declared passed by those Subcommittee members present.

2. Measure M2 Expenditure Reports

Mr. Murdock provided an overview of the Measure M (M2) 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 (FY) to remain eligible for M2 funds. He stated that Expenditure Reports account for net revenues, developer/traffic impact fees, and funds expended by local jurisdictions that satisfy Maintenance of Effort (MOE) requirements.

Mr. Murdock noted that the reports also include fund balances, interest accrued, and identification of expenditures by program. He stated that this subcommittee, on occasion, has used the Expenditure Reports or audit findings as a basis for recommending to the Audit Subcommittee that a particular city be included in annual audit plan.

Mr. Murdock added that the MOE requirement was modified for FY 2021 due to the financial impacts of COVID-19 on local jurisdictions. He explained that each jurisdiction is required to maintain a minimum level of local streets and roads expenditures, to conform to the MOE requirement and that local jurisdictions had the option to certify to meet that MOE requirement through two options. The first option was to meet the traditional MOE benchmark and the second option was to meet the MOE target based on the percent of their MOE benchmark of value to the city's general funds revenues, allowing MOE benchmark to fluctuate based on local jurisdictions general fund revenues which could have been greatly impacted by COVID-19. He shared that three cities chose to use the second option during FY 2021.

Mr. Murdock explained that Finance Directors are required to sign the Expenditure Reports and each local jurisdictions must also take their Expenditure Report to their City Council/Board for adoption. He also explained that staff tries answer any questions local jurisdictions have during the development of their Expenditure Reports and offer to review the reports prior to city council submission.

Mr. McCarthy inquired about a discrepancy in the City of Anaheim Expenditure Report, where a value in Schedule 2 was less than in Schedule 4.

Mr. Murdock replied that the discrepancy was due to \$3.5 million in Local Fair Share funds that were not included in the report.

Mr. McCarthy inquired about a discrepancy in the City of Brea Expenditure Report, where a value Schedule in 2 was more than in Schedule 4.

Mr. Murdock explained that the values on Schedule 2 and Schedule 4 were equal.

Mr. Gillen inquired about a discrepancy between the M2 Fact Sheet and the Annual Eligibility Review for the Cities of Buena Park and Villa Park.

Mr. Murdock stated that the data would be revised.

Mr. Gillen asked about how much in administrative expenses may be included in overhead.

Mr. Murdock replied that there is no maximum amount for the MOE, but a reasonable cost allocation plan is required for indirect expenditures.

Mr. Gillen asked about negative interest in relation to Schedule 4 in the City of Irvine's Expenditure report.

Mr. Murdock replied that while yields are increasing on bonds, total returns are negative due to rising interest rates.

Mr. Anderson asked about whether expenditures in excess of the MOE benchmark could be rolled over into the following year.

Mr. Murdock replied that MOE benchmarks are minimums that must be met annually.

Mr. Anderson asked about how MOE benchmarks arrived at, adding that the benchmark for the City of Laguna Woods seemed low for a city of that size.

Mr. Murdock replied that MOE benchmarks were established in the late 1980s and expenditures at the time were the base of the calculations and were not readjusted until 2011. He stated that benchmarks have been adjusted every three years since then.

Mr. Rodriguez added the original MOE under Measure M1 derived from City information from 1985-89 and used the average year expenditures related to transportation. There was a number of cities that incorporated in the early 1990s. Since these new cities didn't have a historic benchmark, there was a methodology that was on a per capita based on what other incorporated cities previously reported. Some of these initial cities started relatively small since there was no historic benchmark, however since 2011 the MOE has been revised every 3 years.

Mr. Gillen asked about the appropriateness of bank service charges counting towards the MOE benchmark.

Mr. Murdock replied that he would double check but noted that bank service charges were likely eligible expenditures as they had not been flagged earlier.

A motion to affirm receipt and review of FY 2020-21 M2 Expenditure Reports for all Orange County local agencies was made by Mr. McCarthy. The motion was seconded by Mr. Gillen and was declared passed by those Subcommittee members present.

3. Eligibility Review Next Steps

Ms. Morales asked Subcommittee members to complete their AER review checklist materials and return them to OCTA staff by April 1, 2022.

Ms. Morales then stated that OCTA will prepare a staff report for the April 12, 2022 Technical Oversight Committee (TOC) meeting which will include a summary of the meeting's discussion and confirmation of the Subcommittee's affirmation of receipt and review of all required M2 Expenditure Reports.

Ms. Morales concluded by noting that after the item goes to the TOC, it will be submitted to the OCTA Regional Planning & Highways Committee on June 6, 2022 and OCTA Board of Directors on June 13, 2022 for approval, as is required for local agencies to continue to be eligible to receive M2 net revenues.

4. Staff Comments

There were no staff comments.

5. Public Comments

There were no public comments.

6. Adjournment

It was noted that the next AER Subcommittee meeting is anticipated to be held in Fall 2022.

A motion to adjourn the meeting was made by Ms. O'Toole. The motion was seconded by Mr. Ramirez and was declared passed by those present. The meeting was adjourned at 7:05pm with no further discussion.

PowerPoint Presentation

ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE

SEPTEMBER 27, 2022



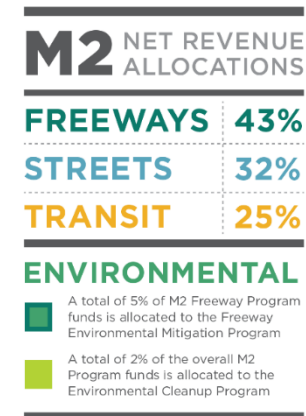
MEASURE M2 ELIGIBILITY OVERVIEW

CYNTHIA MORALES



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 M2 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 TOC to receive and review the 5 eligibility requirements.



AER SUBCOMMITTEE RESPONSIBILITIES

- Reviews 5 eligibility requirements:
 - Congestion Management Program (CMP)
 - Mitigation Fee Programs (MFP)
 - Expenditure Reports
 - Local Traffic Signal Synchronization Plans (LSSP)
 - Pavement Management Plans (PMP)
- Recommend jurisdictions to Audit Subcommittee annually for compliance with Measure M2 Ordinance.



OTHER ELIGIBILITY REQUIREMENTS

- Remaining eligibility requirements reviewed by OCTA staff:
 - **Capital Improvement Program**
 - **Circulation Element** in General Plan consistent with Master Plan of Arterial Highways (MPAH)
 - **Maintenance of Effort** requirements
 - M2 is not used to supplant developer funding
 - M2 Competitive Program **Project Final Report** within six months following completion
 - Timely Use of Funds limit
 - **Traffic Forums** to facilitate the planning of traffic synchronization programs/projects
 - Land use and planning strategies that accommodate **transit and non-motorized transportation**

MEETING SCHEDULE

- Annual Eligibility Review (AER) Subcommittee will review:
 1. Pavement Management Plan (PMP)s – September 2022
 2. Expenditure Reports – March 2023
 3. Congestion Management Program (CMP) – September 2023
 4. Mitigation Fee Program Updates – September 2023
 5. Local Signal Synchronization Plans – September 2023



PAVEMENT MANAGEMENT PLAN REVIEW

PAUL RODRIGUEZ/HARRY THOMAS



PAVEMENT MANAGEMENT PLAN (PMP)

ELIGIBILITY REQUIREMENT

- Adopt and update biennially a Pavement Management Plan (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

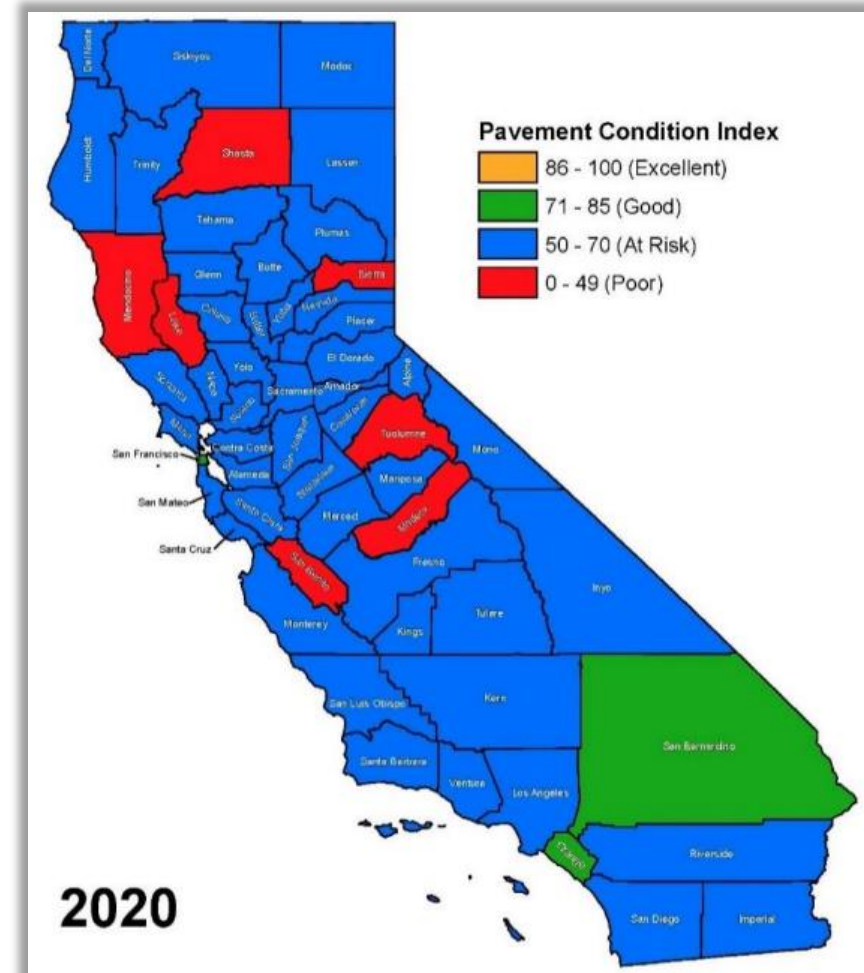
OCTA ROLES & RESPONSIBILITIES

- Verify the following:
 - All required 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: 3.2 Million
 - Third most populous
 - Second most dense
 - 35 local agencies
- Road Miles: 6,603*
- Statewide Pavement Condition Index (PCI): 66*
- OC PCI: 79*

*2020 California Statewide Local Streets and Roads Needs Assessment. Updated every two years. Next update expected in 2023.



PROGRAM OBJECTIVES

- Improve and maintain pavement in “Good” condition (OCTA PCI ≥ 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

Very Good 85 - 100
Good 75-84
Fair 60-74
Poor 41-59
Very Poor 0-40



INCENTIVES

- 10 percent local match reduction criteria for Regional Capacity Competitive Program if:
 - Network average PCI is improved by one point, AND
 - There is no reduction in average PCI for Master Plan of Arterial Highways (MPAH) or local streets
- **OR** -
 - Show average PCI within highest 20 percent countywide (PCI of 75 or higher)

INSPECTION FREQUENCY

- MPAH (regional roads) – every two years
- Local streets – every six years

QA/QC MODEL

- Model Quality Assurance/Quality Control (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

2022 CONFORMANCE

2022 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 ⁶	7 Years Maintain Network PCI \$ x 10 ⁶	7 Years Improve Network PCI \$ x 10 ⁶	Certification Form	Compliant PMP (Y or N)
Aliso Viejo	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Buena Park	G	G	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Costa Mesa	G	G	G	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fountain Valley	VG	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fullerton	F	F	F	F	F	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Garden Grove	F	F	F	P	P	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Huntington Beach	G	G	G	G	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Palma	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Beach	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Hills	G	G	VG	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Woods*	VG	VG	N/A	VG	VG	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Mission Viejo	G	G	VG	G	F	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Placentia	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Rancho Santa Margarita	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Santa Ana	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Seal Beach	G	F	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Villa Park	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Westminster	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Yorba Linda	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	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

NEXT STEPS

- Complete, sign, and return AER review checklist by Monday, October 3, 2022
- October 11, 2022 – Taxpayer Oversight Committee
- November 7, 2022– OCTA Regional Planning and Highways Committee
- November 14, 2022– OCTA Board of Directors

Pavement Management Plan Review Summary

**2022 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 ⁶	7 Years Maintain Network PCI \$ x 10 ⁶	7 Years Improve Network PCI \$ x 10 ⁶	Certification Form	Compliant PMP (Y or N)
Aliso Viejo	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Buena Park	G	G	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Costa Mesa	G	G	G	G	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fountain Valley	VG	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fullerton	F	F	F	F	F	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Garden Grove	F	F	F	P	P	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Huntington Beach	G	G	G	G	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Palma	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Beach	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Hills	G	G	VG	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Woods*	VG	VG	N/A	VG	VG	N/A	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Mission Viejo	G	G	VG	G	F	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Placentia	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Rancho Santa Margarita	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Santa Ana	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Seal Beach	G	F	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Villa Park	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Westminster	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Yorba Linda	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	85-100
Good	G	75-84
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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

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

Pavement Management Plan Certifications



I. Pavement Management Plan Certification

The City of Aliso 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 City of Aliso Viejo* 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 October, 2021 for Arterial (MPAH) streets and November, 2021 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 November, 2021.
- Percentage (by pavement area) of all sections of pavement needing:
 - Preventative Maintenance: 76.3%
 - Rehabilitation: 23.7%
 - Reconstruction: 0%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$10.57 million
 - Following biennial period \$1.58 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3.80 million
 - Following biennial period \$2.84 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.

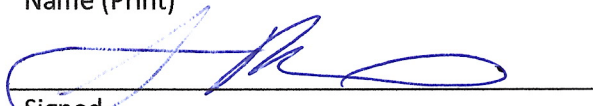
*An electronic copy of the Pavement Management Plan (with Micro Paver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

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

Submitted by:

Shaun Pelletier

 Name (Print)




 Signed

Director of Public Works

 Title

City of Aliso Viejo

 Jurisdiction



 Date

**2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2022**

I. Pavement Management Plan Certification

The City of Buena Park, 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, 2022 for the Arterial (MPAH) and April 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 44.3%;
 - Rehabilitation = 23.5%;
 - Reconstruction = 3.6%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$12,000,000;
 - Following biennial period \$16,000,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$8,000,000;
 - Following biennial period 8,000,000;
- 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:

Mina Mikhael, P.E.

Name (Print)



Signed

City of Buena Park

Jurisdiction

06/27/2022

Date

Director of Public Works /City Engineer

Title



**2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2022**

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, 2022 for the Arterial (MPAH) and March, 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 33.2%;
 - Rehabilitation = 26.1%;
 - Reconstruction = 1.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$18,812,900;
 - following biennial period \$19,265,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$14,600,000;
 - following biennial period \$15,300,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 10);
- 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:

SEUNG YANG, P.E.
Name (Print)

S. Yang
Signed

City Engineer
Title

City of Costa Mesa
Jurisdiction

MAY 24, 2022
Date



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).

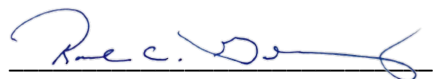
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2022 for the Arterial (MPAH) and April 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 34.8%;
 - Rehabilitation = 12.9%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$7,229,700;
 - Following biennial period 7,304,200
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$8,225,000;
 - Following biennial period \$6,500,00
- 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:

Mr. Temo Galvez, P.E.
Name (Print)



Signed
Deputy Public Works Director / City Engineer
Title

City of Fountain Valley
Jurisdiction

5-5-2022
Date



I. Pavement Management Plan Certification

The City of Fullerton, 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 February 2022 for the Arterial (MPAH) and February 2022 for portion of 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 February 2022;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 12.8%;
 - Rehabilitation = 28.9%;
 - Reconstruction = 25.6%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$32,996,600;
 - Following biennial period \$32,992,100
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$22,400,000;
 - Following biennial period \$11,100,000
- 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:

Meg McWade
Name (Print)

Meg McWade
Signed

Public Works Director
Title

City of Fullerton
Jurisdiction

5-6-2022
Date



I. Pavement Management Plan Certification

The City/County of Type Here 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 IMS Infrastructure Management Services, LLC** 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 Master Plan of Arterial Highways (MPAH) and local routes reviewed and updated biennially. The last update of the inventory was completed on January, 2022 for Arterial (MPAH) streets and January, 2022 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, 2022.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 14.6%
 - Rehabilitation: 41.3%
 - Reconstruction: 16.2%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$252,506,970.62
 - Following biennial period \$285,050,075.98
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$31,456,500
 - Following biennial period \$28,799,840
- 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:

Click here to enter text
Dan Candelaria
Name (Print)

Click here to enter text
City of Garden Grove
Jurisdiction

Click here to enter text
[Signature]
Signed
Click here to enter text
City Engineer
Title (Public Works Director and/or City Engineer)

Click here to enter a date
6/20/22
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 Master Plan of Arterial Highway (MPAH) and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2022 for the Arterial (MPAH) and March 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 25.1%;
 - Rehabilitation = 23.2%;
 - Reconstruction = 3.2%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$22,200,000;
 - following biennial period \$25,200,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$21,700,000;
 - following biennial period \$25,200,000
- 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:

Sean Crowley
Name (Print)

[Signature]
Signed

Director of Public Works
Title

City of Huntington Beach
Jurisdiction

5/19/22
Date



**2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – May 23, 2022**

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, 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 May, 2022 for the Arterial (MPAH) and May 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 34.8%;
 - Rehabilitation = 3.1%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$1,705,200;
 - Following biennial period 1,314,700
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$1,800,000;
 - Following biennial period \$550,000
- 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:

Mr. Douglas Benash
Name (Print)

Signed

City Engineer
Title

City of La Palma
Jurisdiction

Date

06/07/2022



I. Pavement Management Plan Certification

The City of Laguna 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 February, 2022 for the Arterial (MPAH) and February, 2022 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 February, 2022
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 28.4%;
 - Rehabilitation = 9.3%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$4,146,700;
 - following biennial period \$4,145,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$3,550,000;
 - following biennial period \$2,850,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 10)
- 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:

Mr. Mark Trestik
Name (Print)


Signed

City Engineer
Title

City of Laguna Beach
Jurisdiction

June 21, 2022
Date



**2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2022**

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).

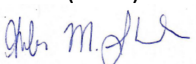
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2022 for the Arterial (MPAH) and April, 2022 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, 2022;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 26.7%;
 - Rehabilitation = 19.8%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,133,000;
 - Following biennial period \$4,125,700
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2,600,000;
 - Following biennial period \$2,900,000
- 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:

Ms. Amber Shah
Name (Print)


Signed

Acting Public Services Director
Title

City of Laguna Hills
Jurisdiction

6/21/2022
Date





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 M2.

The plan was developed by GMU 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 in April 2022 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 in April 2022.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 68%
 - Rehabilitation: 30%
 - Reconstruction: 2%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$17.8 million
 - Following biennial period \$3.9 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$9.2 million
 - Following biennial period \$8.5 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 compatible files) has been submitted with the certification statement.

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

Submitted by:

JACKY SCOTT
Name (Print)

City of Laguna Niguel
Jurisdiction

[Signature]
Signed

6-22-22
Date

Public Works Dir / City Engineer
Title (Public Works Director and/or City Engineer)

I. Pavement Management Plan Certification

The City of Laguna Woods, 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 D6433-20, and contains, at a minimum, the following elements:

- Inventory of MPAH routes reviewed and updated biennially. The last update of the inventory was completed on November, 2021 for the Arterial (MPAH);
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in November, 2021;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 23.2%;
 - Rehabilitation = 9.5%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$756,100;
 - Following biennial period \$630,900
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$619,600;
 - Following biennial period \$514,800
- 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:

Mr. Akram Hindiyeh
Name (Print)

M. Akram Hindiyeh
Signed

City Engineer
Title

City of Laguna Woods
Jurisdiction

6-10-2022
Date





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, 2022 for Arterial (MPAH) streets and April, 2022 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, 2022.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:82.5%
o Rehabilitation: 17.5%
o Reconstruction: 0.0%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$121.2 million
o Following biennial period \$37.4 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$12.1 million
o Following biennial period \$12.2 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:

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

City of Mission Viejo
Jurisdiction
June 29, 2022
Date

I. Pavement Management Plan Certification

The City of Orange, 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, 2022 for the Arterial (MPAH) and March, 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 20.1%;
 - Rehabilitation = 21.8%;
 - Reconstruction = 2.2%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$15,543,200;
 - following biennial period \$15,552,200
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$12,850,000;
 - following biennial period \$12,890,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 10);
- 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:

Frank Sun

Name (Print)


Signed

City Engineer

Title

City of Orange

Jurisdiction
6/13/2022

Date

**2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2022**

I. Pavement Management Plan Certification

The City of Placentia, 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 April, 2022 for the Arterial (MPAH) and April 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 13.4%;
 - Rehabilitation = 23.6%;
 - Reconstruction = 3.7%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$6,900,000;
 - Following biennial period \$8,515,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$7,650,000;
 - Following biennial period \$6,900,000;
- 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:

LOIS ESTEVEZ
Name (Print)


Signed

City of Placentia
Jurisdiction

6/29/22
Date

Deputy City Administrator/Public Services & Infrastructure
Title



City of Rancho Santa Margarita, CA
2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – May 11, 2022

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 March, 2022 for the Arterial (MPAH) and March, 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 50.0%;
 - Rehabilitation = 4.6%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,069,000;
 - following biennial period \$3,515,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$5,500,000;
 - following biennial period \$3,800,000;
- 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:

BRENDAN DUHAN
Name (Print)

[Signature]
Signed

Director of Public Works/City Engineer
Title

City of RSM
Jurisdiction

5-17-22
Date



2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 22, 2022

I. Pavement Management Plan Certification

The City of Santa Ana, 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 March, 2022 for the Arterial (MPAH) and March, 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 20.8%;
 - Rehabilitation = 27.6%;
 - Reconstruction = 5.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$35,288,766;
 - following biennial period \$33,500,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$35,288,766;
 - following biennial period \$30,523,332;
- 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:

Jason Gabriel

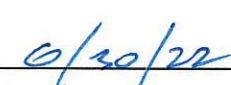
Name (Print)



Signed

City of Santa Ana

Jurisdiction



Date

Deputy Public Works Director/City Engineer

Title



2022 Citywide Pavement Management Plan – OCTA Submittal

Final Report – June, 2022

I. Pavement Management Plan Certification

The City of Seal 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, 2022 for the Arterial (MPAH) and April 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 29.9%;
 - Rehabilitation = 26.1%;
 - Reconstruction = 1.6%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$2,800,000;
 - Following biennial period \$2,850,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2,350,000;
 - Following biennial period \$2,300,000;
- 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:

Iris Lee

Name (Print)



Signed

Acting

Director of Public Works

Title

City of Seal Beach

Jurisdiction

May 12, 2022

Date





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 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 in **March 2022** for Arterial (MPAH) streets and **March 2022** 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 2020**
- ✓ Percentage of all sections of pavement needing:
 - Preventative Maintenance: **35.2%**
 - Rehabilitation: **23%**
 - Reconstruction: **1.7%**
- ✓ Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period **\$4,477,174**
 - Following biennial period **\$4,185,304**
- ✓ Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period **\$1,317,700**
 - Following biennial period **\$1,344,200**
- ✓ 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:

Hamid Torkamanha

Name (Print)

Signed

City Engineer

Title

City of Villa Park

Jurisdiction

9/7/2022

Date

2022 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2022

I. Pavement Management Plan Certification

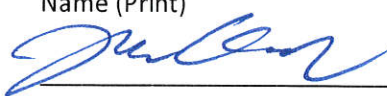
The City of Westminster, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues 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, 2022 for the Arterial (MPAH) and April 2022 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, 2022;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 37.2%;
 - Rehabilitation = 21.3%;
 - Reconstruction = 0.3%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$13,387,000;
 - Following biennial period \$13,117,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$9,000,000;
 - Following biennial period \$9,000,000;
- 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.

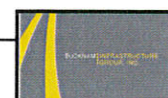
Submitted by:

JAKE NGO
 Name (Print)

 Signed

 Director of Public Works
 Title

 City of Westminster
 Jurisdiction

 5/26/22
 Date





I. Pavement Management Plan Certification

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

The plan was developed by City of Yorba Linda* 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 Master Plan of Arterial Highways (MPAH) streets and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2022 for MPAH streets and March, 2022 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, 2022.
- Percentage (by pavement area) of all sections of pavement needing:
 - Preventative Maintenance: 67.5%
 - Rehabilitation: 31.4%
 - Reconstruction: 0.9%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$59.9 million
 - Following biennial period \$7.9 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$17.0 million
 - Following biennial period \$9.5 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The PMP 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 PMP (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:

Jamie Lai

 Name (Print)



 Signed

Public Works Director/City Engineer

 Title

City of Yorba Linda

 Jurisdiction

6/16/2022

 Date

M2 Annual Eligibility Review Subcommittee Checklist

INSTRUCTIONS:

Please mark the appropriate checkboxes in the table below and sign and date to confirm that you have received and reviewed the Pavement Management Plan (PMP) materials provided to you for each local agency.

Local Agency	PMP
Aliso Viejo	<input type="checkbox"/>
Anaheim	N/A
Brea	N/A
Buena Park	<input type="checkbox"/>
Costa Mesa	<input type="checkbox"/>
County of Orange	N/A
Cypress	N/A
Dana Point	N/A
Fountain Valley	<input type="checkbox"/>
Fullerton	<input type="checkbox"/>
Garden Grove	<input type="checkbox"/>
Huntington Beach	<input type="checkbox"/>
Irvine	N/A
La Habra	N/A
La Palma	<input type="checkbox"/>
Laguna Beach	<input type="checkbox"/>
Laguna Hills	<input type="checkbox"/>
Laguna Niguel	<input type="checkbox"/>
Laguna Woods	<input type="checkbox"/>
Lake Forest	N/A
Los Alamitos	N/A
Mission Viejo	<input type="checkbox"/>
Newport Beach	N/A
Orange	<input type="checkbox"/>
Placentia	<input type="checkbox"/>
Rancho Santa Margarita	<input type="checkbox"/>
San Clemente	N/A
San Juan Capistrano	N/A
Santa Ana	<input type="checkbox"/>
Seal Beach	<input type="checkbox"/>
Stanton	N/A
Tustin	N/A
Villa Park	<input type="checkbox"/>
Westminster	<input type="checkbox"/>
Yorba Linda	<input type="checkbox"/>

Name

Signature

Date