

AER Subcommittee Meeting

June 3, 2025

Table of Contents

- 1. AER Subcommittee Checklists**
- 2. Agenda – June 3, 2025**
- 3. AER Subcommittee Meeting Minutes – May 28, 2024**
- 4. Item 3: M2 Eligibility Overview PowerPoint**
- 5. Item 4: Pavement Management Plan PowerPoint**
- 6. Pavement Management Plan Review Summary**
- 7. Pavement Management Plan Certifications**
- 8. Ordinance Excerpts**
- 9. M2 Expenditure Report Template**
- 10. FY 2023-24 Maintenance of Effort (MOE) Benchmarks**
- 11. Sales Tax Receipt and Distribution Schedule**
- 12. FY 2023-24 M2 Expenditure Reports by Local Jurisdictions**

AER Subcommittee Checklists

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

Instructions: Please review the AER Subcommittee meeting materials and mark the checkboxes below to confirm if each agency has: 1) submitted an Expenditure Report for this fiscal year; 2) submitted a signed resolution adopting the Expenditure Report for this fiscal year, and 3) reported Maintenance of Effort (MOE) actual expenditures that meet/exceed their MOE benchmark. Please also confirm that you have 4) received and reviewed the materials for each agency and sign your name at the bottom of this page.

Agency	1) Expenditure Report	2) Approved Resolution	3) MOE Benchmark	4) Received and Reviewed
Aliso Viejo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Anaheim	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brea	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buena Park	N/A	N/A	N/A	N/A
Costa Mesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
County of Orange	<input type="checkbox"/>	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Cypress	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dana Point	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fountain Valley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fullerton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden Grove	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Huntington Beach	N/A	N/A	N/A	N/A
Irvine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La Habra	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La Palma	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laguna Beach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laguna Hills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laguna Niguel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Laguna Woods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lake Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Los Alamitos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mission Viejo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Newport Beach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Placentia	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rancho Santa Margarita	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Clemente	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Juan Capistrano	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Santa Ana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seal Beach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stanton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tustin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Villa Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Westminster	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yorba Linda	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

☐ To the best of my knowledge, the information above is correct.

Name

Signature

Date

Maintenance of Effort (MOE) Benchmark vs Actuals

Local Agency	MOE Benchmark	Actual MOE Expenditures
Aliso Viejo	\$ 556,162	\$ 582,872
Anaheim	\$ 13,196,392	\$ 15,416,534
Brea	\$ 838,243	\$ 1,301,882
Buena Park	\$ 4,778,989	\$ 4,995,502
Costa Mesa	\$ 9,827,861	\$ 11,938,145
County of Orange	N/A	N/A
Cypress	\$ 3,607,878	\$ 3,657,098
Dana Point	\$ 1,698,403	\$ 2,141,703
Fountain Valley	\$ 1,720,476	\$ 2,911,101
Fullerton	\$ 4,921,569	\$ 11,082,362
Garden Grove	\$ 4,497,736	\$ 18,362,299
Huntington Beach	\$ 6,494,379	\$ 22,360,255
Irvine	\$ 8,681,278	\$ 17,105,118
La Habra	\$ 1,983,997	\$ 1,993,026
La Palma	\$ 205,036	\$ 417,486
Laguna Beach	\$ 1,983,195	\$ 5,985,517
Laguna Hills	\$ 355,496	\$ 1,112,912
Laguna Niguel	\$ 990,064	\$ 1,579,955
Laguna Woods	\$ 104,578	\$ 161,543
Lake Forest	\$ 245,220	\$ 712,822
Los Alamitos	\$ 208,130	\$ 1,204,110
Mission Viejo	\$ 3,150,525	\$ 5,218,027
Newport Beach	\$ 14,292,404	\$ 22,362,313
Orange	\$ 3,507,565	\$ 5,538,276
Placentia	\$ 879,347	\$ 3,659,584
Rancho Santa Margarita	\$ 470,957	\$ 730,957
San Clemente	\$ 1,471,176	\$ 6,587,163
San Juan Capistrano	\$ 546,941	\$ 6,506,320
Santa Ana	\$ 10,324,712	\$ 15,950,492
Seal Beach	\$ 733,847	\$ 1,709,456
Stanton	\$ 326,462	\$ 335,000
Tustin	\$ 1,938,025	\$ 4,962,980
Villa Park	\$ 406,086	\$ 1,042,589
Westminster	\$ 1,894,018	\$ 2,440,055
Yorba Linda	\$ 2,836,929	\$ 5,680,787

Agenda – June 3, 2025

Annual Eligibility Review Subcommittee

Subcommittee Members

Clayton D. King	District 1
Monica Shin	District 2
James Evans	District 4
Tim Benson	District 4
Robert Dorneman	District 5

Orange County Transportation Authority
550 South Main Street
Orange, California
June 3, 2025 at 5:30 p.m.

Staff

Sean Murdock	Director, Finance and Administration
Adriann Cardoso	Department Manager, Capital Programming
Marissa Espino	Section Manager, Public Outreach
Charvalen Alacar	Section Manager, M2 Local Programs
Christina Moore	Section Manager, Financial Planning & Analysis
Stephanie Mooney	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) 560-5312, 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 and address the Committee regarding any items. 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 smooney@octa.net, and must be sent by 9:00 a.m. on Tuesday, June 3, 2025. 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.

Annual Eligibility Review Subcommittee

Call to Order and Self Introductions – Stephanie Mooney

- 1. Selection of Annual Eligibility Review Subcommittee Chair – Charvalen Alacar**
- 2. Approval of May 28, 2024, Annual Eligibility Review Subcommittee Minutes – Chair**
- 3. Measure M2 Eligibility Overview – Stephanie Mooney**
- 4. Pavement Management Plans Review – Paul Rodriguez**
- 5. Measure M2 Expenditure Reports Review – Sean Murdock**
- 6. Subcommittee Comments**
- 7. Staff Comments**
- 8. Public Comments**
- 9. Adjournment**

The next meeting of this Subcommittee is anticipated to be held in Fall 2025 and will be scheduled at a later date.

AER Subcommittee Meeting Minutes

May 28, 2024

Voting Members Present:

Andrew Ramirez, Chair	District 1
Naresh Patel	District 1
Michael Neben	District 3
Tim Benson	District 4
Shannon O'Toole	District 5

Staff Present:

Adriann Cardoso
Alice Rogan
Angelo Sciortino
Charvalen Alacar
Marissa Espino
Sean Murdock
Stephanie Mooney

Call to Order and Self Introductions

The May 28, 2024, meeting of the Annual Eligibility Review (AER) Subcommittee was called to order by Chair Ramirez at 5:30 p.m.

1. Approval of the October 23, 2023, AER Subcommittee Minutes

A motion to approve the AER Subcommittee's meeting minutes from the October 23, 2023, meeting was made by Ms. O'Toole. The motion was seconded by Mr. Neben 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 maintain eligibility for M2 funding. He stated that expenditure reports show how the agencies spent M2 funds, starting and ending balances, and how funds were allocated across various categories like streets and roads, senior mobility, and water quality.

Mr. Murdock explained that the Orange County Transportation Authority (OCTA) audits the Local Fair Share (LFS) and Senior Mobility Program (SMP) for a sample of local jurisdictions each year. While most of the audit findings were minor, the City of Orange (Orange) was found to have not met their maintenance of effort (MOE) benchmark and the City of Buena Park (Buena Park) was found to have misspent LFS funds due to the lack of a cost allocation plan.

On May 28, 2024, the OCTA Board of Directors (Board) found Orange ineligible to receive M2 funds until they can make up the shortfall of MOE and the Board finds them eligible again. Orange anticipates this will take one year. The Board also found Buena Park ineligible for M2 funds for five years. OCTA will hold LFS and SMP funds for both cities in escrow and release it once the Board finds the cities eligible. Mr. Murdock explained that because Orange and Buena Park are currently ineligible, their expenditure reports are excluded from review by the AER Subcommittee.

Mr. Neben asked for clarification on the shortfall for Orange.

Mr. Murdock stated that Orange reported \$3.8 million in MOE, which exceeded the benchmark of \$3.4 million. However, the auditors found that \$1.6 million were indirect costs not supported by a documented cost allocation plan. Once those costs were removed, Orange was short \$1.1 million, which they will need to make up in addition to the MOE benchmark for the current fiscal year in order for the Board to find them eligible. Mr. Murdock explained that generally this process takes about a year.

Mr. Murdock stated that some cities have MOE funds excluded but still meet the MOE benchmark. Those cities remain eligible.

Mr. Ramirez asked if OCTA provides a model for the agencies to use for a cost allocation plan.

Mr. Murdock explained that OCTA does not because all the cities are very different. He stated that many cities hire external firms to create cost allocation plans.

Mr. Neben asked if there was any potential relief for Buena Park.

Mr. Murdock stated that the OCTA Board decided to escrow the M2 funds and release them once Buena Park is found eligible. He also states that OCTA is in the process of entering an agreement that establishes guidelines for Buena Park to become eligible.

Mr. Ramirez asked about the timeline from when the expenditure report was received to when the Board found the city ineligible.

Mr. Murdock stated that OCTA receives the required expenditure report in December and the audits begin in February or March. At that time, discussions began with the agencies.

Mr. Ramirez asked if agencies have the opportunity to revise expenditure reports to fix any errors during these discussions.

Mr. Murdock stated that the books are closed at that point for the previous fiscal year.

Mr. Murdock explained that every year OCTA hosts workshops with agency finance directors to discuss direct and indirect costs and the requirement of having a cost allocation plan with a reasonable methodology.

Mr. Murdock explained that finance directors are required to sign their local jurisdiction's expenditure report, and the expenditure report must also be approved by their respective City Council or Board of Supervisors. He stated that OCTA staff encourages local jurisdictions to provide draft reports for OCTA to review, prior to council approval. If there are issues with an approved report, the local jurisdiction amends the report either administratively or by going back to Council/Board for approval, depending on the size of the issue.

Mr. Murdock began going through each of the local jurisdiction's expenditure reports, pointing out items of note and any recent audit findings, if applicable. He explained that the fact sheets are prepared by OCTA and summarize the figures in each of the reports.

Ms. O'Toole asked for additional information on the Los Alamitos Apartment Row Howard Street line item on Schedule 4.

Ms. Alacar stated that it is for pavement overlay and sealing for the street.

Mr. Patel asked if OCTA is paying money for the landslide stabilization in the City of San Clemente.

Mr. Murdock stated that that project is primarily funded by the state.

Ms. Rogan stated that OCTA is assisting the project with M2 funding. However, it would not show up on the City of San Clemente's M2 Expenditure Report because it is not the city's M2 funding.

Ms. Rogan noted that the Taxpayer Oversight Committee (TOC) Audit Subcommittee selected the cities of Garden Grove, Huntington Beach, Laguna Hills, La Habra, Mission Viejo, San Clemente,

Seal Beach, and Westminster, and the County of Orange for agreed upon procedures review of the LFS next year.

Mr. Murdock noted that the cities of Buena Park, Laguna Niguel, Laguna Woods, Mission Viejo, and San Juan Capistrano were selected for agreed upon procedures review of their SMP.

Mr. Neben inquired about Project T, Convert Metrolink Stations into Regional Gateways.

Mr. Murdock stated that Project T was originally established for stations along the highspeed rail line. He explained that the Anaheim Regional Transportation Intermodal Center was constructed with Project T dollars.

A motion to affirm receipt and review of FY 2022-23 M2 Expenditure Reports for the 33 currently eligible Orange County local agencies was made by Ms. O'Toole. The motion was seconded by Mr. Patel and was declared passed by those Subcommittee members present.

3. Eligibility Review Next Steps

Ms. Mooney asked Subcommittee members to complete their AER review checklist materials and return them to OCTA staff by May 30, 2024.

Ms. Mooney stated that OCTA will prepare a staff report for the June 11, 2024 TOC meeting, which will include a summary of the meeting's discussion and confirmation of the AER's affirmation of receipt and review of all required M2 expenditure reports.

Ms. Mooney concluded by noting that after the item goes to the TOC, it will be considered by the OCTA Regional Transportation Planning Committee on July 1, 2024, and OCTA Board on July 8, 2024, 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. Subcommittee Comments

There were no subcommittee comments.

6. Public Comments

There were no public comments.

7. Adjournment

The meeting was adjourned at 6:54pm.

Item 3: Measure M2 Eligibility Overview

ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE

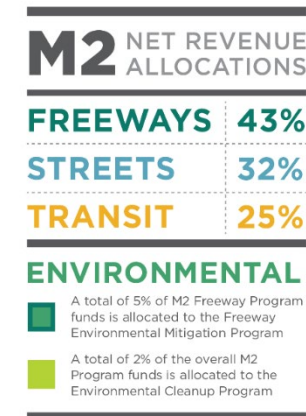
JUNE 3, 2025

MEASURE M2 ELIGIBILITY OVERVIEW

STEPHANIE MOONEY

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 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 Plans

21 Jurisdictions – June 2025

14 Jurisdictions – Fall 2025

2. Expenditure Reports – June 2025

3. Congestion Management Program – Fall 2025

4. Mitigation Fee Program Updates – Fall 2025

5. Local Signal Synchronization Plans – Fall 2026



Item 4: Pavement Management Plans Review

PAVEMENT MANAGEMENT PLAN REVIEW

PAUL RODRIGUEZ

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

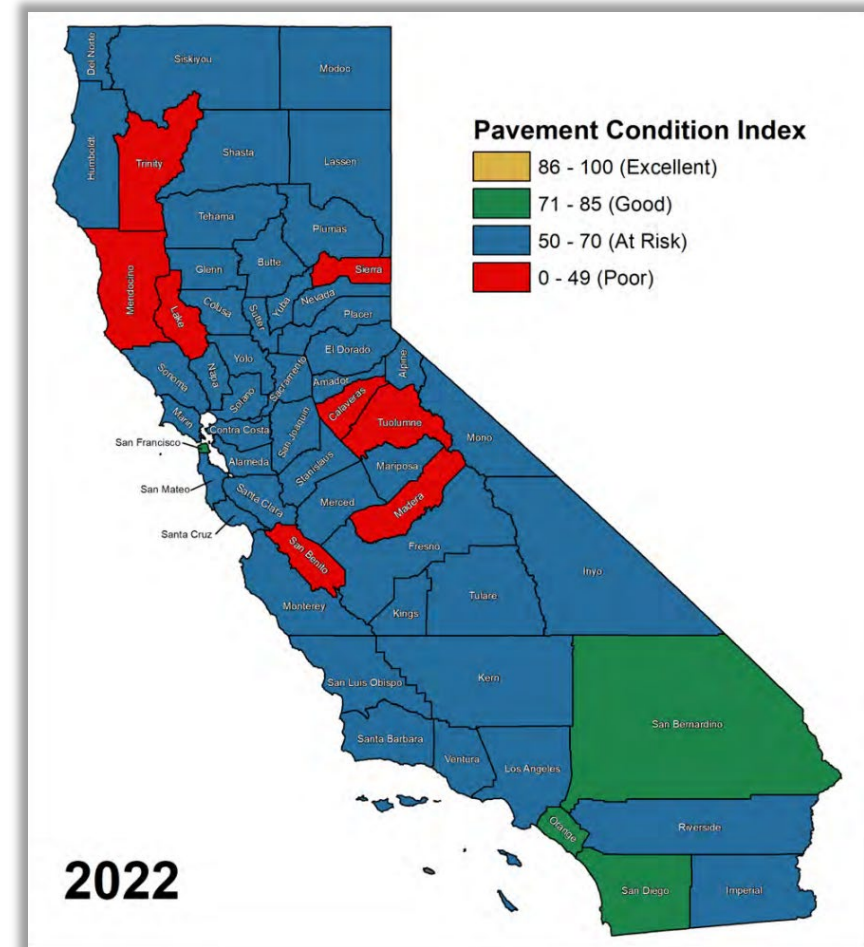
OCTA ROLES & RESPONSIBILITIES

- 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

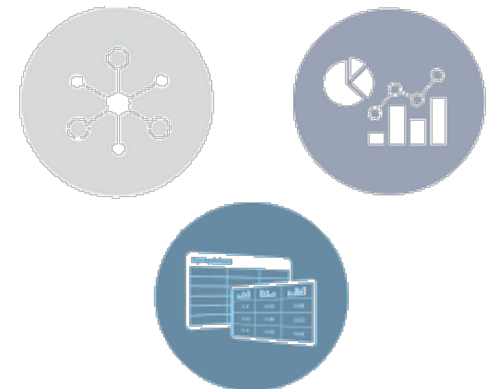
- Orange County (OC)
 - Population: 3.2 Million
 - Third most populous
 - Second most dense
 - 35 local agencies
- Road Miles: 6,599*
- Statewide Pavement Condition Index (PCI): 65*
- OC PCI: 79*

*April 2023 California Statewide Local Streets and Roads Needs Assessment



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 86 - 100
Good 75-85
Fair 60-74
Poor 41-59
Very Poor 0-40



INCENTIVES

- 10 percent local match reduction 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

FY 2024/25 CONFORMANCE: 21 AGENCIES

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	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Buena Park	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Costa Mesa	G	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fountain Valley	G	G	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fullerton	F	G	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Garden Grove	F	F	F	P	P	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Huntington Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Palma	VG	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Beach	VG	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Hills	G	F	VG	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Woods	VG	VG	NA	VG	VG	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Mission Viejo	G	F	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Placentia	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Rancho Santa Margarita	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Santa Ana	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Seal Beach	G	F	G	F	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Villa Park	G	G	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Westminster	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Yorba Linda	G	F	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	86-100
Good	G	75-85
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
N/A	Not Applicable. All Laguna Woods local streets are private.
PCI	Pavement Condition Index
QA/QC	Quality Assurance/Quality Control Plan
R&R	Road Maintenance & Rehabilitation Plan
SS	StreetSaver Pavement Management Program
TBD	To Be Determined. Pending agency clarification and/or completion of technical review.

NEXT STEPS

- Complete, sign, and return AER review checklist: due by Thursday, June 5, 2025
- June 10, 2025 – Taxpayer Oversight Committee
- July 7, 2025 – OCTA Regional Transportation Planning Committee
- July 14, 2025 – OCTA Board of Directors

Pavement Management Plan Review Summary

**2024 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	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Buena Park	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Costa Mesa	G	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fountain Valley	G	G	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Fullerton	F	G	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Garden Grove	F	F	F	P	P	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Huntington Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Palma	VG	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Beach	VG	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Hills	G	F	VG	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Niguel	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Laguna Woods	VG	VG	NA	VG	VG	NA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Mission Viejo	G	F	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Placentia	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Rancho Santa Margarita	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Santa Ana	G	F	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Seal Beach	G	F	G	F	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Villa Park	G	G	G	G	F	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Westminster	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Yorba Linda	G	F	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	86-100
Good	G	75-85
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

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.

Vivek Jha

Vivek Jha, Operations Manager/Associate Engineer
Nichols Consulting Engineers, Chtd

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 M2.

The plan was developed by City of Aliso Viejo* 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 December, 2023 for Arterial (MPAH) streets and December, 2023 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, 2023.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 73.3%
 - Rehabilitation: 26.7%
 - Reconstruction: 0.0%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$9.1 million
 - Following biennial period \$0.4 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3.3 million
 - Following biennial period \$4.4 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

6/30/24
Click here to enter a date.

Date

**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2024**

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 StreetSaver, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

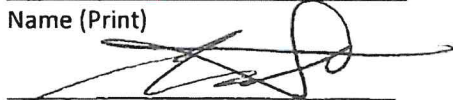
- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2024 for the Arterial (MPAH) and April 2024 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 37.5%;
 - Rehabilitation = 33.8%;
 - Reconstruction = 0.1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$13,476,900;
 - Following biennial period \$15,164,100;
- 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

Director of Public Works

Title

City of Buena Park

Jurisdiction

05/17/2024

Date



**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2024**

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 February, 2024 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 February, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 32.2%;
 - Rehabilitation = 17.9%;
 - Reconstruction = 0.9%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$19,173,900;
 - following biennial period \$18,806,700
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$16,500,000;
 - following biennial period \$19,000,000
- 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
Name (Print)


Signed

City Engineer
Title

City of Costa Mesa
Jurisdiction

MAY 16, 2024
Date



**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – May 22, 2024**

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).

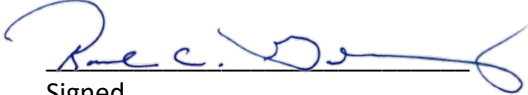
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on February, 2024 for the Arterial (MPAH) and February 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 39.4%;
 - Rehabilitation = 13.1%;
 - Reconstruction = 0.2%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$10,770,000;
 - Following biennial period \$10,870,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$10,770,000;
 - Following biennial period \$10,870,000
- 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, P.E.
Name (Print)



Signed
Deputy Public Works Director / City Engineer
Title

City of Fountain Valley
Jurisdiction

5-23-2024
Date



**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2024**

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 2024 for the Arterial (MPAH) and February 2024 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 2024;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 13.5%;
 - Rehabilitation = 27.0%;
 - Reconstruction = 22.8%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$19,477,000;
 - Following biennial period \$20,684,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$17,200,000;
 - Following biennial period \$19,900,000
- 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:

Stephen Bise

Name (Print)


Signed

Public Works Director
Title

City of Fullerton
Jurisdiction

05/20/2024
Date



I. Pavement Management Plan Certification

The City/County of Garden Grove, 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 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 MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on August, 2023 for Arterial (MPAH) streets and August, 2023 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, 2023.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 17%
 - Rehabilitation: 43%
 - Reconstruction: 21%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$227,250,363.62
 - Following biennial period \$251,281,143.07
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$30,169,817.70
 - Following biennial period \$21,679,237.20
- 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:

Name (Print)

Signed

Title (Public Works Director and/or City Engineer)

Jurisdiction

Date

**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2024**

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 April, 2024 for the Arterial (MPAH) and April 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 25.4%;
 - Rehabilitation = 24.6%;
 - Reconstruction = 1.6%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$23,600,000;
 - following biennial period \$23,600,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$23,600,000;
 - following biennial period \$23,600,000
- 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:

Chris L. Vu
Name (Print)
[Signature]
Signed

Director of Public Works
Title

City of Huntington Beach
Jurisdiction
6/20/2024
Date



**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – May 29, 2024**

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, 2024 for the Arterial (MPAH) and May 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 42.3%;
 - Rehabilitation = 7.9%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$950,000;
 - Following biennial period \$1,701,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$950,000;
 - Following biennial period \$1,000,000
- 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:

Mr. Andy Ramirez
Name (Print)


Signed

Director of Public Works
Title

City of La Palma
Jurisdiction

5/29/24
Date



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).

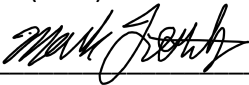
The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2024 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 April, 2024
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 27.6%;
 - Rehabilitation = 9.0%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,525,900;
 - following biennial period \$4,977,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,300,000;
 - following biennial period \$3,550,000
- 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

May 21, 2024

Date



**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2024**

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 March, 2024 for the Arterial (MPAH) and March, 2024 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, 2024;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 30.9%;
 - Rehabilitation = 25.0%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$6,925,400;
 - Following biennial period \$6,672,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2,900,000;
 - 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:

Mr. Joe Ames
Name (Print)


Signed

Public Work Director / City Engineer
Title

City of Laguna Hills
Jurisdiction

6/18/2024
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 Pavement Engineering*** using PAVER pavement management planning software, 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, 2024 for arterial (MPAH) streets and January, 2024 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field survey of pavement condition was completed on January, 2024 for both MPAH and local streets.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 71%
 - Rehabilitation: 28%
 - Reconstruction: 1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$43.3 million
 - Following biennial period \$8.5 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$9.2 million
 - Following biennial period \$9.2 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 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:

Jacki Scott
Name (Print)

CITY OF LAGUNA NIGUEL
Jurisdiction

[Signature]
Signed

6/19/2024
Date

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

I. Pavement Management Plan Certification

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

The plan was developed by Kimley-Horn¹ using PAVER 7.0, 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 the Master Plan of Arterial Highways (MPAH) and local routes reviewed and updated biennially. The last update of the inventory was completed in October 2023 for MPAH streets. The Laguna Woods pavement network does not contain local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed in October 2023.
- Percentage of all sections of pavement needing:
 - Preventive Maintenance: 48.9%
 - Rehabilitation: 2.2%
 - Reconstruction: 0.0%
- Budget needs for Preventive Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$640,000
 - Following biennial period \$523,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$640,000
 - Following biennial period \$640,000
- 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.

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

Submitted by:

Gerald Tom, PE, TE

Name (Print)



Signed

City Engineer/City Traffic Engineer

Title

City of Laguna Woods

Jurisdiction

5/28/2025*

Date

* Originally signed on 2/20/2024

¹ An electronic copy of the Pavement Management Plan (with PAVER or StreetSaver compatible files) has been, or will be, submitted with the certification statement

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 M2.

The plan was developed by the City of Mission Viejo* 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 February, 2024 for Arterial (MPAH) streets and February, 2024 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, 2024.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 74.5%
 - Rehabilitation: 25.4%
 - Reconstruction: 0.1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$39.00 million
 - Following biennial period \$4.90 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$14.05 million
 - Following biennial period \$13.28 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 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

May 30, 2024

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:

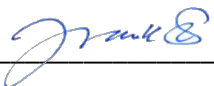
- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2024 for the Arterial (MPAH) and March, 2024 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 31.6%;
 - Rehabilitation = 25.4%;
 - Reconstruction = 1.3%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$20,034,400;
 - following biennial period \$22,367,600
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$18,340,100;
 - following biennial period \$19,240,000
- 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

06/11/2024

Date

**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – April 12, 2024**

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 March, 2024 for the Arterial (MPAH) and March 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 27.2%;
 - Rehabilitation = 29.8%;
 - Reconstruction = 3.2%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$13,319,300;
 - Following biennial period \$13,438,700;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$12,500,000;
 - Following biennial period \$14,500,000;
- 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:

Chris Tano
Name (Print)

[Signature]
Signed

City of Placentia
Jurisdiction

5/13/24
Date

Deputy City Administrator/Public Services & Infrastructure
Title



City of Rancho Santa Margarita, CA
2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – April 26, 2024

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, 2024 for the Arterial (MPAH) and March, 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 39.6%;
 - Rehabilitation = 12.6%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,839,900;
 - following biennial period \$4,791,200;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,615,000;
 - following biennial period \$4,585,000;
- 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:

Joe Parco
 Name (Print)

[Signature]
 Signed

Director of Public Works/City Engineer
 Title

City of RSM
 Jurisdiction
6/24/24
 Date



**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – May 27, 2024**

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 April, 2024 for the Arterial (MPAH) and April, 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 28.0%;
 - Rehabilitation = 26.1%;
 - Reconstruction = 5.3%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$39,968,540;
 - following biennial period \$41,047,100;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$39,968,540;
 - following biennial period \$39,520,540;
- 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:

RODOLFO ROSAS
Name (Print)


Signed

City of Santa Ana
Jurisdiction

6/26/2024
Date

Deputy Public Works Director/City Engineer
Title



I. Pavement Management Plan Certification

The City 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 M2.

The plan was developed by City of Seal Beach* 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 December, 2023 for Arterial (MPAH) streets and December, 2023 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, 2024.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 56.1%
 - Rehabilitation: 41.8%
 - Reconstruction: 2.1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$11.31 million
 - Following biennial period \$2.64 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$2.52 million
 - Following biennial period \$2.27 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, 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

Director of Public Works

Title

City of Seal Beach

Jurisdiction

Date

5/23/24

2024 Pavement Management Plan ~ Final Report

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 most recent update of the inventory was completed in **March 2024** for Arterial (MPAH) streets and **March 2024** for local streets.
- ✓ Assessment of pavement condition for all routes in the system, updated biennially. The most recent field review of pavement condition was completed in **March 2024** and prior to that in **March 2022**.
- ✓ Percentage of all sections of pavement needing:
 - Preventative Maintenance: **36.2%**
 - Rehabilitation: **20.8%**
 - Reconstruction: **1.1%**
- ✓ Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period **\$1,843,300**
 - Following biennial period **\$1,858,500**
- ✓ Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period **\$ 625,000**
 - Following biennial period **\$1025,000**
- ✓ 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:

Mahrooz Ilkhanipour
Name (Print)


Signed

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

City of Villa Park

Jurisdiction

6/17/2024

Date

**2024 Citywide Pavement Management Plan – OCTA Submittal
Final Report – April 23, 2024**

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, 2024 for the Arterial (MPAH) and April 2024 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, 2024;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 28.4%;
 - Rehabilitation = 20.9%;
 - Reconstruction = 0.1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$14,841,400;
 - Following biennial period \$15,027,800;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$12,000,000;
 - Following biennial period \$12,000,000;
- 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

6/27/24
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 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 the City of Yorba Linda* 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 October, 2023 for Arterial (MPAH) streets and March, 2023 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, 2023 for Arterial (MPAH) streets and March, 2023 for Local streets.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 55.5%
 - Rehabilitation: 44.0%
 - Reconstruction: 0.5%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$51.10 million
 - Following biennial period \$10.31 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$8.50 million
 - Following biennial period \$10.50 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 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 of Yorba Linda

Jurisdiction


Click here to enter a date.
Date

Ordinance Excerpts

1 separate allocations, shall be defined as “Net Revenues” and shall be allocated solely for
2 the transportation purposes described in the Ordinance.

3 SECTION 5. BONDING AUTHORITY

4 “Pay as you go” financing is the preferred method of financing transportation
5 improvements and operations under the Ordinance. However, the Authority may use bond
6 financing as an alternative method if the scope of planned expenditures makes “pay as you
7 go” financing unfeasible. Following approval by the electors of the ballot proposition
8 authorizing imposition of the transactions and use tax and authorizing issuance of bonds
9 payable from the proceeds of the tax, bonds may be issued by the Authority pursuant to
10 Division 19 of the Public Utilities Code, at any time before, on, or after the imposition of
11 taxes, and from time to time, payable from the proceeds of the tax and secured by a pledge
12 of revenues from the proceeds of the tax, in order to finance and refinance improvements
13 authorized by the Ordinance.

14 SECTION 6. MAINTENANCE OF EFFORT REQUIREMENTS

15 It is the intent of the Legislature and the Authority that the Net Revenues allocated to
16 a jurisdiction pursuant to the Ordinance for street and road projects shall be used to
17 supplement existing local discretionary funds being used for transportation improvements.
18 Each jurisdiction is hereby required to annually maintain as a minimum no less than the
19 maintenance of effort amount of local discretionary funds required to be expended by the
20 jurisdiction for local street and road purposes pursuant to the current Ordinance No. 2 for
21 Fiscal Year 2010-2011. The maintenance of effort level for each jurisdiction as determined
22 through this process shall be adjusted effective July 1, 2014 and every three fiscal years
23 thereafter in an amount equal to the percentage change for the Construction Cost Index
24 compiled by Caltrans for the immediately preceding three calendar years, providing that
25 any percentage increase in the maintenance of effort level based on this adjustment shall
26 not exceed the percentage increase in the growth rate in the jurisdiction’s general fund
27 revenues over the same time period. The Authority shall not allocate any Net Revenues to
28 any jurisdiction for any fiscal year until that jurisdiction has certified to the Authority that it

1 has included in its budget for that fiscal year an amount of local discretionary funds for
2 streets and roads purposes at least equal to the level of its maintenance of effort
3 requirement. An annual independent audit may be conducted by the Authority to verify that
4 the maintenance of effort requirements are being met by the jurisdiction. Any Net
5 Revenues not allocated pursuant to the maintenance of effort requirement shall be
6 allocated to the remaining eligible jurisdictions according to the formula described in the
7 Ordinance.

8 In order to address the impacts of the novel coronavirus pandemic (commonly
9 referred to as COVID-19), for fiscal year (FY) 2019-20, jurisdictions shall comply with all
10 submittal requirements under the ordinance, including, but not limited to, those
11 requirements under Attachment B (III) - Requirements for Eligible Jurisdictions, but will not
12 be required to meet the required maintenance of effort (MOE) amount for that particular
13 jurisdiction for the FY 2019-20. For FY 2020-21, jurisdictions shall be required to comply
14 with all submittal requirements under the ordinance, including, but not limited to, those
15 requirements under Attachment B (III) - Requirements for Eligible Jurisdictions, but shall
16 only be required to meet the MOE amount for that particular jurisdiction for the FY at the
17 same proportional share of streets and roads expenditures to general fund revenues based
18 upon the proportion of the FY 2020-21 MOE benchmark to general fund revenues that were
19 reported in their respective Comprehensive Annual Financial Report for FY 2018-19.
20 Jurisdictions are encouraged to use their best efforts during FY 2019-20 and FY 2020-21 to
21 meet original MOE levels.

22 SECTION 7. ADMINISTRATION

23 The Authority shall allocate Revenues to fund facilities, services and projects as
24 specified in the Ordinance, and shall administer the Ordinance consistent with the authority
25 cited. Revenues may be expended by the Authority for salaries, wages, benefits, and
26 overhead and for those services, including contractual services, necessary to carry out its
27 responsibilities pursuant to Division 19; however, in no case shall the Revenues expended
28 for salaries and benefits of Authority administrative staff exceed more than one percent

1 III. REQUIREMENTS FOR ELIGIBLE JURISDICTIONS.

2 A. In order to be eligible to receive Net Revenues, a jurisdiction shall
3 satisfy and continue to satisfy the following requirements.

4 1. Congestion Management Program. Comply with the conditions
5 and requirements of the Orange County Congestion Management Program (CMP)
6 pursuant to the provisions of Government Code Section 65089.

7 2. Mitigation Fee Program. Assess traffic impacts of new
8 development and require new development to pay a fair share of necessary transportation
9 improvements attributable to the new development.

10 3. Circulation Element. Adopt and maintain a Circulation Element
11 of the jurisdiction's General Plan consistent with the MPAH.

12 4. Capital Improvement Program. Adopt and update biennially a
13 six-year Capital Improvement Program (CIP). The CIP shall include all capital
14 transportation projects, including projects funded by Net Revenues, and shall include
15 transportation projects required to demonstrate compliance with signal synchronization and
16 pavement management requirements.

17 5. Traffic Forums.
18 Participate in Traffic Forums to facilitate the planning of traffic
19 signal synchronization programs and projects. Eligible Jurisdictions and Caltrans, in
20 participation with the County of Orange and the Orange County Division of League of
21 Cities, will establish the boundaries for Traffic Forums. The following will be considered
22 when establishing boundaries:

- 23 a. Regional traffic routes and traffic patterns;
24 b. Inter-jurisdictional coordination efforts; and
25 c. Total number of Traffic Forums.

26 6. Local Traffic Signal Synchronization Plan. Adopt and maintain a
27 Local Traffic Signal Synchronization Plan which shall identify traffic signal synchronization
28 street routes and traffic signals; include a three-year plan showing costs, available funding

1 and phasing of capital, operations and maintenance of the street routes and traffic signals;
2 and include information on how the street routes and traffic signals may be synchronized
3 with traffic signals on the street routes in adjoining jurisdictions. The Local Traffic Signal
4 Synchronization Plan shall be consistent with the Traffic Signal Synchronization Master
5 Plan.

6 7. Pavement Management Plan. Adopt and update biennially a
7 Pavement Management Plan, and issue, using a common format approved by the
8 Authority, a report every two years regarding the status of road pavement conditions and
9 implementation of the Pavement Management Plan.

10 a. Authority, in consultation with the Eligible Jurisdictions,
11 shall define a countywide management method to inventory, analyze and evaluate road
12 pavement conditions, and a common method to measure improvement of road pavement
13 conditions.

14 b. The Pavement Management Plan shall be based on:
15 either the Authority's countywide pavement management method or a comparable
16 management method approved by the Authority, and the Authority's method to measure
17 improvement of road pavement conditions.

18 c. The Pavement Management Plan shall include:

19 (i) Current status of pavement on roads;

20 (ii) A six-year plan for road maintenance and
21 rehabilitation, including projects and funding;

22 (iii) The projected road pavement conditions resulting
23 from the maintenance and rehabilitation plan; and

24 (iv) Alternative strategies and costs necessary to
25 improve road pavement conditions.

26 8. Expenditure Report. Adopt an annual Expenditure Report to
27 account for Net Revenues, developer/traffic impact fees, and funds expended by the
28 Eligible Jurisdiction which satisfy the Maintenance of Effort requirements. The Expenditure

1 Report shall be submitted by the end of six (6) months following the end of the jurisdiction's
2 fiscal year and include the following:

- 3 a. All Net Revenue fund balances and interest earned.
- 4 b. Expenditures identified by type (i.e., capital, operations,
5 administration, etc.), and program or project .

6 9. Project Final Report. Provide Authority with a Project Final
7 Report within six months following completion of a project funded with Net Revenues.

8 10. Time Limits for Use of Net Revenues.

9 a. Agree that Net Revenues for Regional Capacity Program
10 projects and Regional Traffic Signal Synchronization Program projects shall be expended
11 or encumbered no later than the end of the fiscal year for which the Net Revenues are
12 programmed. A request for extension of the encumbrance deadline for no more than
13 twenty-four months may be submitted to the Authority no less than ninety days prior to the
14 deadline. The Authority may approve one or more requests for extension of the
15 encumbrance deadline.

16 b. Agree that Net Revenues allocated for any program or
17 project, other than a Regional Capacity Program project or a Regional Traffic Signal
18 Synchronization Program project, shall be expended or encumbered within three years of
19 receipt. The Authority may grant an extension to the three-year limit, but extensions shall
20 not be granted beyond a total of five years from the date of the initial funding allocation.

21 c. In the event the time limits for use of Net Revenues are
22 not satisfied then any retained Net Revenues that were allocated to an Eligible Jurisdiction
23 and interest earned thereon shall be returned to the Authority and these Net Revenues and
24 interest earned thereon shall be available for allocation to any project within the same
25 source program.

26 11. Maintenance of Effort. Annual certification that the Maintenance
27 of Effort requirements of Section 6 of the Ordinance have been satisfied.

28 12. No Supplanting of Funds. Agree that Net Revenues shall not be

1 used to supplant developer funding which has been or will be committed for any
2 transportation project.

3 13. Consider, as part of the Eligible Jurisdiction's General Plan, land
4 use planning strategies that accommodate transit and non-motorized transportation.

5 B. Determination of Non-Eligibility

6 A determination of non-eligibility of a jurisdiction shall be made only
7 after a hearing has been conducted and a determination has been made by the Authority's
8 Board of Directors that the jurisdiction is not an Eligible Jurisdiction as provided
9 hereinabove.

10 IV. ALLOCATION OF NET REVENUES; GENERAL PROVISIONS.

11 A. Subject to the provisions of the Ordinance, including Section II above,
12 use of the Revenues shall be as follows:

13 1. First, the Authority shall pay the State Board of Equalization for
14 the services and functions;

15 2. Second, the Authority shall pay the administration expenses of
16 the Authority;

17 3. Third, the Authority shall satisfy the annual allocation
18 requirement of two percent (2%) of Revenues for Environmental Cleanup; and

19 4. Fourth, the Authority shall satisfy the debt service requirements
20 of all bonds issued pursuant to the Ordinance that are not satisfied out of separate
21 allocations.

22 B. After providing for the use of Revenues described in Section A above,
23 and subject to the averaging provisions of Section D below, the Authority shall allocate the
24 Net Revenues as follows:

25 1. Forty-three percent (43%) for Freeway Projects;

26 2. Thirty-two percent (32%) for Street and Road Projects; and

27 3. Twenty-five percent (25%) for Transit Projects.

28 C. The allocation of thirty-two percent (32%) of the Net Revenues for

1 names of the candidates recommended by the Panel for the appointment on equally-sized
2 cards which shall be deposited randomly in a container. In a public session, the Chairman
3 of the Authority will draw one name from said container for each vacancy on the
4 Committee. The person whose name is so drawn shall be appointed by the Authority to fill
5 the vacancy.

6 IV. DUTIES AND RESPONSIBILITIES. The Committee is hereby charged
7 with the following duties and responsibilities:

8 A. The initial Members shall convene to adopt such procedural rules and
9 regulations as are necessary to govern the conduct of Committee meetings, including, but
10 not limited to, those governing the calling, noticing and location of Committee meetings, as
11 well as Committee quorum requirements and voting procedures. The Committee may
12 select its own officers, including, but not limited to, a Committee co-chair who will be the
13 primary spokesperson for the Committee.

14 B. The Committee shall approve, by a vote of not less than two thirds of
15 all Committee members, any amendment to the Plan proposed by the Authority which
16 changes the funding categories, programs or projects identified on page 31 of the Plan.

17 C. The Committee shall receive and review the following documents
18 submitted by each Eligible Jurisdiction:

- 19 1. Congestion Management Program;
- 20 2. Mitigation Fee Program;
- 21 3. Expenditure Report;
- 22 4. Local Traffic Signal Synchronization Plan; and
- 23 5. Pavement Management Plan.

24 D. The Committee shall review yearly audits and hold an annual public
25 hearing to determine whether the Authority is proceeding in accordance with the Plan. The
26 Chair shall annually certify whether the Revenues have been spent in compliance with the
27 Plan. In addition, the Committee may issue reports, from time to time, on the progress of
28 the transportation projects described in the Plan.

M2 Expenditure Report Template

Measure M2 Expenditure Report Template

Schedule 1: Summary Statement of Beginning and Ending Balances

Lines 1 – 12: Balances at Beginning of Fiscal Year

Report all fund balances and interest intended for transportation purposes at the beginning of the fiscal year. These balances should be classified by funding source as illustrated in the table below. To provide for continuity of reporting, the beginning balances of any restricted funds must agree with the ending balances of such funds as shown in the prior year's report.

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)
Other	Please provide description for other categories

Line 13: Balances at Beginning of Fiscal Year - TOTAL

Sum of Lines 1 – 12 in the "Amount" and "Interest" columns

Line 14: Monies Made Available During Fiscal Year

Report total available monies (revenues) from Schedule 2, Line 13 in the "Amount" and "Interest" columns

Line 15: Total Monies Available

Sum of Lines 13 - 14 in the "Amount" and "Interest" columns

Line 16: Expenditures During Fiscal Year

Report total available monies (revenues) from Schedule 2, Line 26 in the "Amount" and "Interest" columns

Lines 17 - 28: Balances at End of Fiscal Year

Report by funding source all fund balances and interest for transportation purposes at the end of the fiscal year. To provide for continuity of reporting, the beginning balances of the fund sources in next year's report must agree with the ending balances of such funds as shown in this year's report (or otherwise reconciled).

City/County of: _____

Schedule 1

M2 Expenditure Report
Fiscal Year Ended June 30, 20____
Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1		
O	Regional Capacity Program (RCP)	2		
P	Regional Traffic Signal Synchronization Program (RTSSP)	3		
Q	Local Fair Share	4		
R	High Frequency Metrolink Service	5		
S	Transit Extensions to Metrolink	6		
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7		
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8		
V	Community Based Transit/Circulators	9		
W	Safe Transit Stops	10		
X	Environmental Cleanup Program (Water Quality)	11		
	Other*	12		
	Balances at Beginning of the Fiscal Year (Sum Lines 1 to 12)	13		
	Monies Made Available During Fiscal Year	14		
	Total Monies Available (Sum Lines 13 & 14)	15		
	Expenditures During Fiscal Year	16		
Balances at End of Fiscal Year				
A-M	Freeway Projects	17		
O	Regional Capacity Program (RCP)	18		
P	Regional Traffic Signal Synchronization Program (RTSSP)	19		
Q	Local Fair Share	20		
R	High Frequency Metrolink Service	21		
S	Transit Extensions to Metrolink	22		
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23		
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24		
V	Community Based Transit/Circulators	25		
W	Safe Transit Stops	26		
X	Environmental Cleanup Program (Water Quality)	27		
	Other*	28		

* Please provide a specific description

Measure M2 Expenditure Report

Schedule 2: Summary Statement of Sources and Uses

Lines 1 - 12: Report the Following Revenue Sources and Interest on the Appropriate Line

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)
Other	Please provide description for other categories

Line 13: Total Revenues

Sum of Lines 1 - 12 (should match Total in Schedule 1, Line 14 in the "Amount" and "Interest" columns)

Lines 14 - 25: Report the Following Expenditures on the Appropriate Line

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)
Other	Please provide description for other categories

Line 26: Total Expenditures

Sum of Lines 14 - 25 (Should match Total in Schedule 1, Line 16 in the "Amount" and "Interest" columns)

Line 27: Total Balance

Subtract Line 26 from Line 13 in the "Amount" and "Interest" columns

City/County of: _____

Schedule 2

M2 Expenditure Report
Fiscal Year Ended June 30, 20____
Sources and Uses

	Description	Line No.	Amount	Interest
	Revenues:			
A-M	Freeway Projects	1		
O	Regional Capacity Program (RCP)	2		
P	Regional Traffic Signal Synchronization Program (RTSSP)	3		
Q	Local Fair Share	4		
R	High Frequency Metrolink Service	5		
S	Transit Extensions to Metrolink	6		
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7		
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8		
V	Community Based Transit/Circulators	9		
W	Safe Transit Stops	10		
X	Environmental Cleanup Program (Water Quality)	11		
	Other*	12		
	TOTAL REVENUES: (Sum Lines 1 to 12)	13	\$	\$
	Expenditures:			
A-M	Freeway Projects	14		
O	Regional Capacity Program	15		
P	Regional Traffic Signal Synchronization Program	16		
Q	Local Fair Share	17		
R	High Frequency Metrolink Service	18		
S	Transit Extensions to Metrolink	19		
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20		
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21		
V	Community Based Transit/Circulators	22		
W	Safe Transit Stops	23		
X	Environmental Cleanup Program (Water Quality)	24		
	Other*	25		
	TOTAL EXPENDITURES: (Sum Lines 14 to 25)	26	\$	\$
	TOTAL BALANCE (Subtract line 26 from 13)	27	\$	\$

* Please provide a specific description

Measure M2 Expenditure Report Template Instructions

Schedule 3: Summary Statement of Detailed Use of Funds

Line 1: Indirect and/or Overhead

This line covers local jurisdiction costs that cannot be readily identified to a specific project. The costs listed in this line item represent an equitable share of expenditures for activities not directly allocated to right-of-way, construction, or other categories. Allocations must be based on a reasonable, documented methodology.

This includes, but is not limited to:

Payroll	General accounting/finance
Personnel	Departmental accounts/finance
Purchasing/Procurement	Facilities
Advertising	Data processing
Legal costs	Top management
General government	Bids

Lines 2 - 7: Construction

Construction expenditures include the following:

- Projects developing new streets, bridges, lighting facilities, storm drains, etc., in locations that formerly had no such facilities, or projects departing to such an extent from existing alignment and grade that no material salvage value is realized from the old facilities.
- Additions and betterments to the street system and its rights-of-way, including grade separations and urban extensions.
- Any work that materially increases the service life of the original project.
- Resurfacing to a thickness greater than one inch.
- Resurfacing to a thickness less than one inch if the project has been certified by a lead jurisdiction as construction.
- Construction of traffic islands and other traffic safety devices.
- Transit facilities including, but not limited to, bus stops, shelters, and maintenance facilities.
- Streetscape including original landscaping, tree planting, and similar work.
- Acquisition and installation of street lighting facilities, traffic signals, and/or street signs (only when such signs are installed in connection with developing new streets).
- Planning, environmental, or design related to construction.
- Salaries and expenses of employees in connection with construction (direct costs).

Line 8: Total Construction

Sum of Lines 2 - 7

Line 9: Right-of-Way Acquisition

Right-of-way expenditures include the following:

- The acquisition of land or interest for use as a right-of-way in connection with the city's street system; the amount reported should include the cost of acquisition of any improvements situated on the real property at the date of its acquisition by the city.
- The cost of removing, demolishing, moving, resetting, and altering buildings or other structures that obstruct the right-of-way.
- The court costs of condemnation proceedings.

- Title searches and reports.
- Salaries and expenses of employees and right-of-way agents in connection with the acquisition of rights-of-way (direct costs).
- Severance damage to property sustained due to the city's street projects.
- All other costs of acquiring rights-of-way free and clear of all physical obstructions and legal encumbrances.

Line 10: Total Construction and Right-of-Way

Sum of Lines 8-9

Line 11 - 15: Maintenance / Operations

Maintenance expenditures include the following:

- The preservation and keeping of rights-of-way, street structures, and facilities in the safe and usable condition, to which they have been improved or constructed, but not reconstruction or other improvements.
- General utility services such as roadside planting, tree trimming, street cleaning, snow removal, and general weed control.
- Repairs or other work necessitated by damage to street structures or facilities resulting from storms, slides, settlements, or other causes unless it has been determined by the city engineer that such work is properly classified as construction.
- Maintenance of traffic signal equipment, coordination and timing on the city streets, as well as the city's share of such expenditures covering traffic signals situated at intersections of city streets and state highways within the incorporated area of the city.
- Salaries and expenses of employees in connection with maintenance and/or operations (direct costs).

Line 16: Total Maintenance

Sum of Lines 11 - 15

Line 17: Other

Please provide description for other categories. For example: transit, Senior Mobility Program, water quality, transit operations such as vehicle leases and other related operating expenses, etc. This category is not applicable to the MOE column as MOE expenditures would fall into the categories listed above.

Line 18: Grand Totals

Sum of Lines 1, 10, 16, and 17

Line 19: Finance Director Confirmation

Finance Director initials to confirm understanding of MOE.

City/County of: _____

Schedule 3

M2 Expenditure Report
Fiscal Year Ended June 30, 20____
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line Item	MOE	Developer / Impact Fee ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1														\$
Construction & Right-of-Way															
New Street Construction	2														\$
Street Reconstruction	3														\$
Signals, Safety Devices, & Street Lights	4														\$
Pedestrian Ways & Bike paths	5														\$
Storm Drains	6														\$
Storm Damage	7														\$
Total Construction¹	8														\$
Right of Way Acquisition	9														\$
Total Construction & Right-of-Way	10														\$
Maintenance															
Patching	11														\$
Overlay & Sealing	12														\$
Street Lights & Traffic Signals	13														\$
Storm Damage	14														\$
Other Street Purpose Maintenance	15														\$
Total Maintenance¹	16														\$
Other	17														\$
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: _____</p>													

¹ Includes direct charges for staff time

+ Transportation related only

² Other M2 includes A-M, R, S, T, U, V, and W

* Please provide a specific description

Measure M2 Expenditure Report Template Instructions

Schedule 4: Summary Statement of Local Fair Share Project List

List the project titles and brief description (maximum of two sentences) for all projects that utilized any portion of Measure M2 (M2) Local Fair Share funding. Please include the total amount of **M2 Local Fair Share** funds only that were expended.

City/County of: _____

Schedule 4

M2 Expenditure Report
Fiscal Year Ended June 30, 20__
Local Fair Share Project List

[illegible]

City/County of: _____

Signature Page

**M2 Expenditure Report
Fiscal Year Ended June 30, 20____**

I hereby certify that:

- ☐ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☐ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☐ The City/County of _____ is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☐ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☐ The City/County of _____ has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹⁰.

Director of Finance (Print Name)

Date

Signature

¹⁰ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

[EXPENDITURE REPORT RESOLUTION]

A RESOLUTION OF THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF _____ CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY/COUNTY OF _____.

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by the local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council/Board of Supervisors for the City/County of _____ does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City/County of _____.
- c) The City/County of _____ Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending _____.

PASSED, APPROVED, AND ADOPTED THIS [Insert Day] day of [Insert Month], [Insert Year].

**Fiscal Year 2023-24
Maintenance of Effort (MOE)
Benchmarks**

Exhibit 2: MOE Benchmark by Local Jurisdiction

Local Jurisdiction	MOE Benchmark
Aliso Viejo	\$ 556,162
Anaheim	\$ 13,196,392
Brea	\$ 838,243
Buena Park	\$ 4,778,989
Costa Mesa	\$ 9,827,861
County of Orange	N/A
Cypress	\$ 3,607,878
Dana Point	\$ 1,698,403
Fountain Valley	\$ 1,720,476
Fullerton	\$ 4,921,569
Garden Grove	\$ 4,497,736
Huntington Beach	\$ 6,494,379
Irvine	\$ 8,681,278
La Habra	\$ 1,983,997
La Palma	\$ 205,036
Laguna Beach	\$ 1,983,195
Laguna Hills	\$ 355,486
Laguna Niguel	\$ 988,702
Laguna Woods	\$ 104,578
Lake Forest	\$ 245,220
Los Alamitos	\$ 208,130
Mission Viejo	\$ 3,150,525
Newport Beach	\$ 14,292,404
Orange	\$ 3,507,565
Placentia	\$ 879,347
Rancho Santa Margarita	\$ 470,957
San Clemente	\$ 1,471,176
San Juan Capistrano	\$ 546,941
Santa Ana	\$ 10,324,712
Seal Beach	\$ 733,847
Stanton	\$ 326,462
Tustin	\$ 1,938,025
Villa Park	\$ 406,086
Westminster	\$ 1,894,018
Yorba Linda	\$ 2,836,929
Totals	\$ 109,672,702

MOE - Maintenance of effort

N/A - Not Applicable

Sales Tax Receipt & Distribution Schedule



Sales Tax Receipt & Distribution Schedule

Distribution	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Sales Taxes Earned	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June			
OCTA Receipt of Taxes			April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	
Disbursement to City				April		May & June		July & August		September & October		November & December		January & February		March & April		May & June

FY 2023-24 Measure M2 Expenditure Reports By Local Jurisdiction



Orange County Transportation Authority

M2 Fact Sheet

City of Aliso Viejo

Fiscal Year Ended June 30, 2024

Council Action 11/20/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$582,872	\$556,162
Interest	\$244,678	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	844,437	939,243	0	1,783,680	0
Local Fair Share Interest	-38,353	224,460	174,016	12,091	0
Senior Mobility Program or SNEM	85,319	36,224	14,285	107,257	0
Senior Mobility Program or SNEM Interest	-1,362	20,218	18,856	0	0
Grand Total	890,040	1,220,146	207,157	1,903,029	0

Last External Auditor Review: LFS: 2023 SMP: n/a

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	0	0
O Regional Capacity Program (RCP)	2	0	0
P Regional Traffic Signal Synchronization Program (RTSSP)	3	0	0
Q Local Fair Share	4	844,437	-38,353
R High Frequency Metrolink Service	5	0	0
S Transit Extensions to Metrolink	6	0	0
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	0	0
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	85,319	-1,362
V Community Based Transit/Circulators	9	0	0
W Safe Transit Stops	10	0	0
X Environmental Cleanup Program (Water Quality)	11	0	0
Other*	12	0	0
Balances at Beginning of Fiscal Year	13	929,755	-39,715
Monies Made Available During Fiscal Year	14	975,467	244,678
Total Monies Available (Sum Lines 13 & 14)	15	1,905,222	204,963
Expenditures During Fiscal Year	16	14,285	192,872
Balances at End of Fiscal Year			
A-M Freeway Projects	17	0	0
O Regional Capacity Program (RCP)	18	0	0
P Regional Traffic Signal Synchronization Program (RTSSP)	19	0	0
Q Local Fair Share	20	1,783,680	12,091
R High Frequency Metrolink Service	21	0	0
S Transit Extensions to Metrolink	22	0	0
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	0	0
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	107,257	0
V Community Based Transit/Circulators	25	0	0
W Safe Transit Stops	26	0	0
X Environmental Cleanup Program (Water Quality)	27	0	0
Other*	28	0	0

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	0	0
O Regional Capacity Program (RCP)	2	0	0
P Regional Traffic Signal Synchronization Program (RTSSP)	3	0	0
Q Local Fair Share	4	939,243	224,460
R High Frequency Metrolink Service	5	0	0
S Transit Extensions to Metrolink	6	0	0
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	0	0
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	36,224	20,218
V Community Based Transit/Circulators	9	0	0
W Safe Transit Stops	10	0	0
X Environmental Cleanup Program (Water Quality)	11	0	0
Other*	12	0	0
TOTAL REVENUES (Sum lines 1 to 12)	13	975,467	244,678
Expenditures:			
A-M Freeway Projects	14	0	0
O Regional Capacity Program (RCP)	15	0	0
P Regional Traffic Signal Synchronization Program (RTSSP)	16	0	0
Q Local Fair Share	17	0	174,016
R High Frequency Metrolink Service	18	0	0
S Transit Extensions to Metrolink	19	0	0
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	0	0
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	14,285	18,856
V Community Based Transit/Circulators	22	0	0
W Safe Transit Stops	23	0	0
X Environmental Cleanup Program (Water Quality)	24	0	0
Other*	25	0	0
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	14,285	192,872
	0 27	961,182	51,807

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ²	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction & Right-of-Way															
New Street Construction	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street Reconstruction	3	0	0	0	0	0	0	0	323	0	0	0	0	0	323
Signals, Safety Devices, & Street Lights	4	0	0	0	0	0	0	0	173,693	0	0	0	0	0	173,693
Pedestrian Ways & Bikepaths	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Storm Drains	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Storm Damage	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Construction¹	8	0	0	0	0	0	0	0	174,016	0	0	0	0	0	174,016
Right of Way Acquisition	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Construction & Right-of-Way	10	0	0	0	0	0	0	0	174,016	0	0	0	0	0	174,016
Maintenance															
Patching	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlay & Sealing	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Street Lights & Traffic Signals	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Storm Damage	14	19,352	0	0	0	0	0	0	0	0	0	0	0	0	19,352
Other Street Purpose Maintenance	15	563,521	0	0	0	0	0	0	0	0	0	0	0	0	563,521
Total Maintenance¹	16	582,872	0	0	0	0	0	0	0	0	0	0	0	0	582,872
Other - Senior Mobility Program	17		0	0	0	0	0	0	0	0	0	14,285	18,856	0	33,141
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	582,872	0	0	0	0	0	0	174,016	0	0	14,285	18,856	0	790,029
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>JE</u>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

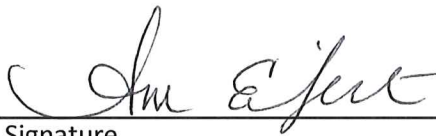
- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of Aliso Viejo is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of Aliso Viejo has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

ANN EIFERT

Director of Finance (Print Name)

11/5/24

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, CALIFORNIA, CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY OF CITY OF ALISO VIEJO

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL FOR THE CITY OF ALISO VIEJO DOES HEREBY INFORM OCTA THAT:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Aliso Viejo.
- c) The City of Aliso Viejo Director of Financial Services is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.


PASSED, APPROVED AND ADOPTED this 20th day of November, 2024.


Mike Munzing
Mayor

APPROVED AS TO FORM:


Scott C. Smith, City Attorney

ATTEST:


Lauren Torres, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF ALISO VIEJO)

I, LAUREN TORRES, Deputy City Clerk of the City of Aliso Viejo, California, DO HEREBY CERTIFY that the foregoing is the original of Resolution No. 2024-30 duly passed and adopted by the City Council of the City of Aliso Viejo at their regular meeting held on the 20th day of November, 2024, by the following roll call vote, to wit:

AYES: Mayor Munzing, Mayor Pro Tem Ackley, Councilmembers Chun, Duncan and Hurt

NOES: None

ABSENT: None



LAUREN TORRES
DEPUTY CITY CLERK



(SEAL)



Orange County Transportation Authority

M2 Fact Sheet

City of Anaheim

Fiscal Year Ended June 30, 2024

Council Action 12/17/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$15,416,534	\$13,196,392
Interest	\$347,085	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,422,549	6,148,024	8,206,877	1,363,696	0
Local Fair Share Interest	1,095,351	299,739	0	1,395,090	0
Comprehensive Transportation Funding Program	-7,618,239	1,701,362	541,166	-6,458,043	0
Regional Traffic Signal Synchronization Program	-1,289,927	0	0	-1,289,927	0
Senior Mobility Program or SNEM	1,213,266	392,336	329,249	1,276,353	0
Senior Mobility Program or SNEM Interest	64,036	47,346	0	111,382	0
Community Based Transit/Circulators	-90,418	90,418	101,102	-101,102	0
Safe Transit Stops	-106,590	0	615	-107,205	0
Water Quality Program (Project X)	-142,077	-91,901	496,644	-730,623	0
Other	4,214,709	0	0	4,214,709	0
Grand Total	762,660	8,587,323	9,675,653	-325,670	0

Last External Auditor Review: LFS: 2023 SMP: 2023

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ (7,618,239.20)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ (1,289,927.00)	\$ -
Q	Local Fair Share	4	\$ 3,422,549.00	\$ 1,095,351
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 1,213,266.00	\$ 64,036
V	Community Based Transit/Circulators	9	\$ (90,417.67)	\$ -
W	Safe Transit Stops	10	\$ (106,590.21)	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ (142,077.31)	\$ -
	Other*	12	\$ 4,214,709.00	\$ -
Balances at Beginning of Fiscal Year		13	\$ (396,727.39)	\$ 1,159,387
	Monies Made Available During Fiscal Year	14	\$ 8,240,238.10	\$ 347,085
Total Monies Available (Sum Lines 13 & 14)		15	\$ 7,843,510.71	\$ 1,506,472
	Expenditures During Fiscal Year	16	\$ 9,675,653.07	\$ -
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ (6,458,043.44)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (1,289,927.00)	\$ -
Q	Local Fair Share	20	\$ 1,363,696.49	\$ 1,395,090
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 1,276,353.06	\$ 111,382
V	Community Based Transit/Circulators	25	\$ (101,102.40)	\$ -
W	Safe Transit Stops	26	\$ (107,205.39)	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ (730,622.68)	\$ -
	Other*	28	\$ 4,214,709.00	\$ -

* Please provide a specific description

Schedule 1-Line 2- Project O true up expenses \$1,439,148.69 due to ineligible items. Ineligible expenses paid by City match . Updated prior year cash transfers \$627,467.90

Schedule 1-Line 9- Project V true up match expense estimate to actuals. Adjust estimate by \$9,032.67

Schedule 1-Line 11- Project X true up expenses \$59,619.69 due to ineligible items. Ineligible expenses paid by City match

Schedule 1-Line 2- Project W expenses \$106,590.21 moved from line 2 (project O) to line 10 (project W)

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 1,701,362	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 6,148,024	\$ 299,739
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 392,336	\$ 47,346
V Community Based Transit/Circulators	9	\$ 90,418	\$ -
W Safe Transit Stops	10		\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ (91,901)	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 8,240,238	\$ 347,085
Expenditures:			
A-M Freeway Projects	14		\$ -
O Regional Capacity Program (RCP)	15	\$ 541,166	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16		\$ -
Q Local Fair Share	17	\$ 8,206,877	\$ -
R High Frequency Metrolink Service	18		\$ -
S Transit Extensions to Metrolink	19		\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20		\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 329,249	\$ -
V Community Based Transit/Circulators	22	\$ 101,102	\$ -
W Safe Transit Stops	23	\$ 615	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ 496,644	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 9,675,653	\$ -
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (1,435,415)	\$ 347,085

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other ³	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ 114	\$ 528,206	\$ -	\$ -	\$ -	\$ 39,902	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 568,222
Street Reconstruction	3	\$ 1,042,179	\$ 1,205	\$ -	\$ -	\$ -	\$ -	\$ 8,008,210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,051,594
Signals, Safety Devices, & Street Lights	4	\$ 2,272,557	\$ 1,179,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,452,487
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 496,644	\$ -	\$ -	\$ -	\$ -	\$ 496,644
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 3,314,736	\$ 1,181,250	\$ 528,206	\$ -	\$ -	\$ -	\$ 8,048,112	\$ -	\$ 496,644	\$ -	\$ -	\$ -	\$ -	\$ 13,568,948
Right of Way Acquisition	9	\$ -	\$ -	\$ 12,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,960
Total Construction & Right-of-Way	10	\$ 3,314,736	\$ 1,181,250	\$ 541,166	\$ -	\$ -	\$ -	\$ 8,048,112	\$ -	\$ 496,644	\$ -	\$ -	\$ -	\$ -	\$ 13,581,908
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 5,738,544	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,738,544
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 6,363,254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,363,254
Total Maintenance¹	16	\$ 12,101,798	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,101,798
Other	17		\$ 34,202	\$ -	\$ -	\$ -	\$ -	\$ 158,765	\$ -	\$ -	\$ -	\$ 430,967	\$ -	\$ -	\$ 623,933
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 15,416,534	\$ 1,215,452	\$ 541,166	\$ -	\$ -	\$ -	\$ 8,206,877	\$ -	\$ 496,644	\$ -	\$ 430,967	\$ -	\$ -	\$ 26,307,639
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director Initial: </p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W³ Transportation related only⁴ Please provide a specific description**Other M2:**

Project V	\$ 101,102
Senior Mobility	\$ 329,249
Project W	\$ 615
Total Other M2	\$ 430,967

checkpoint

Fairshare	274
\$ 8,206,877	\$ 1,038,425
\$ 8,206,877	\$ 1,038,425
\$ 8,206,877	

\$ 9,675,653

\$ 9,675,653

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

☒ The City/County of Anaheim is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and

☒ The City/County of Anaheim has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Deborah A. Moreno

Director of Finance (Print Name)

11/20/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024- 131

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANAHEIM ADOPTING THE MEASURE M2 EXPENDITURE REPORT AND AUTHORIZING THE CITY OF ANAHEIM FINANCE DIRECTOR TO SIGN AND SUBMIT THE EXPENDITURE REPORT TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY ON BEHALF OF THE CITY OF ANAHEIM

WHEREAS, Orange County Transportation Authority (“OCTA”) Local Transportation Authority Ordinance No. 3, requires local jurisdictions to meet eligibility requirements and submit eligibility verification packages to OCTA in order to remain eligible to receive M2 funds.

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements.

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the Expenditure Report must be adopted and submitted to OCTA each year within six months of the end of the local jurisdiction’s fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Anaheim that:

a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.

b) The M2 Expenditure Report is hereby adopted by the City of Anaheim.

c) The City of Anaheim Finance Director is hereby authorized and directed to sign and submit the M2 Expenditure Report to OCTA on behalf of the City of Anaheim for the fiscal year ending June 30, 2024.

THE FOREGOING RESOLUTION is approved and adopted by the City Council of the City of Anaheim this 17th day of December, 2024, by the following roll call vote:


AYES: Mayor Aitken and Council Members Kurtz, Balius, Leon, Rubalcava, Maahs and Meeks

NOES: None

ABSENT: None

ABSTAIN: None

CITY OF ANAHEIM


MAYOR OF THE CITY OF ANAHEIM

ATTEST:


CITY CLERK OF THE CITY OF ANAHEIM

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF ANAHEIM)

I, THERESA BASS, City Clerk of the City of Anaheim, do hereby certify that the foregoing is the original Resolution No. 2024-131 adopted at a regular meeting provided by law, of the Anaheim City Council held on the 17th day of December, 2024 by the following vote of the members thereof:

AYES: Mayor Aitken and Council Members Kurtz, Balius, Leon, Rubalcava,
 Maahs and Meeks

NOES: None

ABSTAIN: None


ABSENT: None

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of December, 2024.



CITY CLERK OF THE CITY OF ANAHEIM

(SEAL)

I, Karla Oceguera
Deputy City Clerk for the City of Anaheim,
California, do hereby certify that this is a
true and correct copy of the original
RES-2024-131 on file in the Office
of the City Clerk, adopted by the Anaheim
City Council on December 17, 2024

Deputy City Clerk
City of Anaheim
Anaheim, CA



Orange County Transportation Authority

M2 Fact Sheet

City of Brea

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,301,882	\$838,243
Interest	\$67,244	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	1,549,173	1,372,884	254,310	2,667,747	0
Local Fair Share Interest	224,149	38,912	0	263,061	0
Comprehensive Transportation Funding Program	-491,098	1,398,750	1,908,266	-1,000,614	0
Comprehensive Transportation Funding Program Interest	185,558	27,686	0	213,244	0
Regional Traffic Signal Synchronization Program	-60,333	0	0	-60,333	0
Senior Mobility Program or SNEM	74,421	61,586	0	136,007	0
Senior Mobility Program or SNEM Interest	2,372	646	0	3,018	0
Grand Total	1,484,242	2,900,464	2,162,576	2,222,129	0

Last External Auditor Review: LFS: 2020 SMP: 2020

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ (491,098.16)	\$ 185,558
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ (60,333.43)	\$ -
Q	Local Fair Share	4	\$ 1,549,173.26	\$ 224,149
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 74,420.68	\$ 2,372
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 1,072,162.35	\$ 412,079
	Monies Made Available During Fiscal Year	14	\$ 2,833,219.96	\$ 67,244
Total Monies Available (Sum Lines 13 & 14)		15	\$ 3,905,382.31	\$ 479,323
	Expenditures During Fiscal Year	16	\$ 2,162,576.26	\$ -
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ (1,000,614.05)	\$ 213,244
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (60,333.43)	\$ -
Q	Local Fair Share	20	\$ 2,667,746.95	\$ 263,061
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 136,006.58	\$ 3,018
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ 1,398,750	\$ 27,686
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 1,372,884	\$ 38,912
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 61,586	\$ 646
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 2,833,220	\$ 67,244
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ 1,908,266	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 254,310	\$ -
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ -	\$ -
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 2,162,576	\$ -
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ 670,644	\$ 67,244

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other ³	TOTAL
Indirect and/or Overhead	1	\$ -	\$ 77,516	\$ -	\$ -	\$ -	\$ -	\$ 13,583	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,099
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ 585,623.90	\$ -	\$ -	\$ -	\$ -	\$ 42,700.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 628,324
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,134.60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,135
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,750.48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,750
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ -	\$ 585,623.90	\$ -	\$ -	\$ -	\$ -	\$ 179,585.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 765,209
Right of Way Acquisition	9	\$ -	\$ -	\$ 1,908,265.89	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,908,266
Total Construction & Right-of-Way	10	\$ -	\$ 585,623.90	\$ 1,908,265.89	\$ -	\$ -	\$ -	\$ 179,585.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,673,475
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 1,301,882.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,301,882
Total Maintenance¹	16	\$ 1,301,882.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,301,882
Other	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,142.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,142
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,301,882	\$ 663,139	\$ 1,908,266	\$ -	\$ -	\$ -	\$ 254,310.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,127,598
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director Initial: </p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Brea is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Brea has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Kristin Griffith

Director of Finance (Print Name)

11/25/2024

Date

Kristin Griffith
Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-069

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BREA CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY OF BREA.

A. RECITALS:

(i) Local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

(ii) Local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

(iii) Local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

(iv) The M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

(v) The M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

B. RESOLUTION:

NOW, THEREFORE, be it is found, determined and resolved by the City Council of the City of Brea as follows:


1. The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.

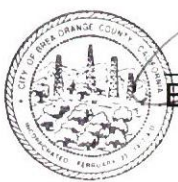

RESO. NO. 2024-069
December 3, 2024

2. The M2 Expenditure Report is hereby adopted by the City of Brea.
3. The City of Brea Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

APPROVED AND ADOPTED this 3rd day of December, 2024.

ATTEST:


Lillian Harris-Neal, City Clerk

 
Blair Stewart, Mayor

I, Lillian Harris-Neal, City Clerk of the City of Brea, do hereby certify that the foregoing Resolution was adopted at a regular meeting of the City Council of the City of Brea, held on the 3rd day of December, 2024, by the following vote:

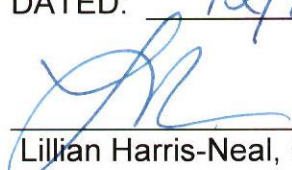
AYES: COUNCIL MEMBERS: Stewart, Hupp, Marick, Simonoff, Vargas

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

DATED:

12/09/2024

Lillian Harris-Neal, City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Costa Mesa

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$11,938,145	\$9,827,861
Interest	\$331,219	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	6,457,271	3,489,746	1,533,725	8,413,292	0
Local Fair Share Interest	0	330,259	330,259	0	0
Comprehensive Transportation Funding Program	188,417	33,131	0	221,548	0
Regional Traffic Signal Synchronization Program	-890,135	585,964	506,732	-810,904	0
Senior Mobility Program or SNEM	83,634	126,418	271,573	-61,521	0
Senior Mobility Program or SNEM Interest	0	959	959	0	0
Community Based Transit/Circulators	-11,401	0	0	-11,401	0
Safe Transit Stops	-73,922	74,500	0	578	0
Water Quality Program (Project X)	3,933	0	114,156	-110,223	0
Freeway Environmental Mitigation	-36,889	0	0	-36,889	0
Other	87,099	5,472	0	92,571	0
Grand Total	5,808,008	4,646,450	2,757,406	7,697,052	0

Last External Auditor Review: LFS: 2023 SMP: 2020

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ (36,889.00)	\$ -
O Regional Capacity Program (RCP)	2	\$ 188,416.90	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)**	3	\$ (890,135.13)	\$ -
Q Local Fair Share	4	\$ 6,457,271.26	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program***	8	\$ 83,634.40	\$ -
V Community Based Transit/Circulators	9	\$ (11,401.00)	\$ -
W Safe Transit Stops	10	\$ (73,922.09)	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ 3,933.46	\$ -
Other*	12	\$ 87,099.32	\$ -
Balances at Beginning of Fiscal Year	13	\$ 5,808,008.12	\$ -
Monies Made Available During Fiscal Year	14	\$ 4,315,230.64	\$ 331,219
Total Monies Available (Sum Lines 13 & 14)	15	\$ 10,123,238.76	\$ 331,219
Expenditures During Fiscal Year	16	\$ 2,426,187.29	\$ 331,219
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ (36,889.00)	\$ -
O Regional Capacity Program (RCP)	18	\$ 221,547.98	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (810,904.29)	\$ -
Q Local Fair Share	20	\$ 8,413,292.26	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ (61,520.73)	\$ -
V Community Based Transit/Circulators	25	\$ (11,401.00)	\$ -
W Safe Transit Stops	26	\$ 577.91	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ (110,222.54)	\$ -
Other*	28	\$ 92,570.88	\$ -

* Other - City billed City of Santa Ana in amount of \$5,471.56 in FY23-24 for Bear Street SSP.

** City received \$164,037 reimbursement from OCTA for Bear Street SSP on 8/30/24. City had recorded partial amount of \$132,463 as revenue in FY22-23. OCTA suggested to adjust and reduce beginning balance by \$132,463 and record the full reimbursement amount as FY23-24 revenue.

*** Combined the interest on SMP balance.

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)*	2	\$ 33,131	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)**	3	\$ 585,964	\$ -
Q Local Fair Share	4	\$ 3,489,746	\$ 330,259
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 126,418	\$ 959
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ 74,500	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other***	12	\$ 5,472	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 4,315,231	\$ 331,219
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 506,733	\$ -
Q Local Fair Share	17	\$ 1,533,725	\$ 330,259
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 271,573	\$ 959
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ 114,156	\$ -
Other	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 2,426,187	\$ 331,219
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 1,889,043	\$ -


* Other - City billed City of Santa Ana in amount of \$5,471.56 in FY23-24 for Bear Street SSP.

City recorded following revenues on the accrual basis:

** \$33,131 for Newport Blvd Widening Project (RCP) reimbursed by OCTA on 8/28/24

*** \$164,037 for Bear Street RTSSP reimbursed by OCTA on 8/30/24

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 1,493,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,493,551
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 625,258	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,136	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 706,394
Signals, Safety Devices, & Street Lights	4	\$ 408,217	\$ 249,967	\$ -	\$ -	\$ 506,733	\$ -	\$ 166,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,331,115
Pedestrian Ways & Bikepaths	5	\$ 518,537	\$ 1,240,357	\$ -	\$ -	\$ -	\$ -	\$ 93,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,852,142
Storm Drains	6	\$ 133,772	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,772
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 1,685,783.41	\$ 1,490,324	\$ -	\$ -	\$ 506,733	\$ -	\$ 340,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,023,422
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 1,685,783.41	\$ 1,490,324	\$ -	\$ -	\$ 506,733	\$ -	\$ 340,581	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,023,422
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ 821,983	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,193,144	\$ 330,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,345,386
Street Lights & Traffic Signals	13	\$ 2,381,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,381,987
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 5,554,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,554,840
Total Maintenance¹	16	\$ 8,758,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,193,144	\$ 330,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,282,214
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114,156	\$ -	\$ 271,573	\$ 959	\$ -	\$ 386,688
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 11,938,145	\$ 1,490,324	\$ -	\$ -	\$ 506,733	\$ -	\$ 1,533,725	\$ 330,259	\$ 114,156	\$ -	\$ 271,573	\$ 959	\$ -	\$ 16,185,875
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: </p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W⁺ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Local Fair Share Project List

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Costa Mesa is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City of Costa Mesa's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Costa Mesa has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Carol Molina

Director of Finance (Print Name)

November 7, 2024
Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-45

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, ADOPTING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF COSTA MESA FOR THE FISCAL YEAR ENDING JUNE 30, 2024

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY FINDS, DETERMINES, AND DECLARES AS FOLLOWS:

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by the local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report must include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six (6) months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COSTA MESA AS FOLLOWS:

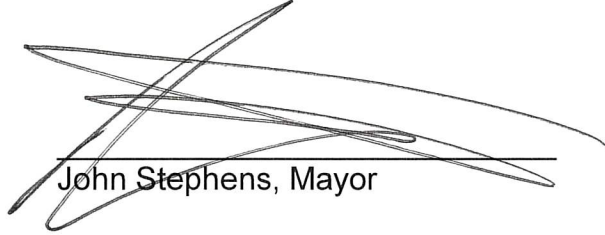
Section 1. The City Council of the City of Costa Mesa does hereby inform the OCTA that:

- (a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of the fiscal year.
- (b) The M2 Expenditure Report is hereby adopted by the City of Costa Mesa.

- (c) The Costa Mesa Finance Director is hereby authorized to sign and submit the Measure M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

Section 2. The City Clerk shall certify to the passage and adoption of this Resolution and shall enter it into the book of original resolutions.

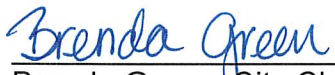
PASSED AND ADOPTED this 19th day of November, 2024.



John Stephens, Mayor

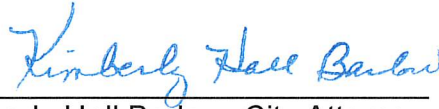
ATTEST:

APPROVED AS TO FORM:



Brenda Green, City Clerk

Brenda Green, City Clerk



Kimberly Hall Barlow, City Attorney

Kimberly Hall Barlow, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF COSTA MESA)

I, BRENDA GREEN, City Clerk of the City of Costa Mesa, DO HEREBY CERTIFY that the above and foregoing is the original of Resolution No. 2024-45 and was duly passed and adopted by the City Council of the City of Costa Mesa at a regular meeting held on the 19th day of November, 2024, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS: CHAVEZ, GAMEROS, HARPER, MARR, HARLAN, AND STEPHENS.

NOES: COUNCIL MEMBERS: NONE.

ABSENT: COUNCIL MEMBERS: REYNOLDS.

IN WITNESS WHEREOF, I have hereby set my hand and affixed the seal of the City of Costa Mesa this 20th day of November, 2024.



Brenda Green, City Clerk

Brenda Green, City Clerk



Orange County Transportation Authority

M2 Fact Sheet

County of Orange

Fiscal Year Ended June 30, 2024

Council Action 12/3/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$0	\$0
Interest	\$168,487	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	0	5,665,401	5,665,401	0	0
Comprehensive Transportation Funding Program	-296,608	1,403,063	1,403,064	-296,608	0
Senior Mobility Program or SNEM	2,802,477	4,285,690	4,021,281	3,066,886	0
Senior Mobility Program or SNEM Interest	0	168,487	168,487	0	0
Community Based Transit/Circulators	0	30,504	13,816	16,688	0
Grand Total	2,505,869	11,553,146	11,272,049	2,786,966	0

Project	FY	Date	Account	Description	Amount
Senior Mobility Program or SNEM	2024	6/30/2024	0017-7831-TU003-F17	March & April	\$680,912.05

Last External Auditor Review: LFS: 2024 SNEMT: 2020

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ (296,608)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ -	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 2,802,477	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 2,505,869	\$ -
Monies Made Available During Fiscal Year	14	\$ 11,384,659	\$ 168,487
Total Monies Available (Sum Lines 13 & 14)	15	\$ 13,890,528	\$ 168,487
Expenditures During Fiscal Year	16	\$ 11,103,562	\$ 168,487
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP) ^(a)	18	\$ (296,608)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ -	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program ^(b)	24	\$ 3,066,886	\$ -
V Community Based Transit/Circulators ^(c)	25	\$ 16,688	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

^(a) Project O (RCP) Ending Balance includes \$296,608 outstanding receivable for Ortega Highway revenues deferred.

^(b) Project U SMP/SNEMP FY Ending Balance includes \$3,306,886 for Net Revenues for Sr Mobility/SNEMP.

^(c) Project V CBT Ending Balance includes \$16,688 in revenues recognized in FY 2023-24 for \$16,688 in expenditures to be recognized in FY 2024-25 for Ranch Ride (Rancho TMA).

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP) ①	2	\$ 1,403,064	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share ②	4	\$ 5,665,401	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Sr Non-Emergency Medical Program ③	8	\$ 4,285,690	\$ 168,487
V Community Based Transit/Circulators ④	9	\$ 30,504	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 11,384,659	\$ 168,487
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP) ①	15	\$ 1,403,064	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share ②	17	\$ 5,665,401	\$ -
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Sr Non-Emergency Medical Program ③	21	\$ 4,021,281	\$ 168,487
V Community Based Transit/Circulators ④	22	\$ 13,816	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 11,103,562	\$ 168,487
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 281,097	\$ -

* Please provide a specific description

- ① Project O (M2 RCP CTFP) - Los Patrones 21-ORCO-ACE-3991 includes expenditures for M2 CTFP revenues received in FY 2023-24.
- ② Project Q Local Fair Share (M2 LFS OC Go) includes expenditures for M2 LFS revenues received in FY 2023-24.
- ③ Other M2 Project U SMP/SNEMP includes OCCR's expenditures for Sr Mobility/Non-Emergency Medical Program for revenues in FY 2023-24.
- ④ Other M2 Project V CBT includes \$13,816 in expenditures for \$13,816 and \$16,688 in revenues in FY 2023-24 for Ranch Ride (Rancho TMA); \$16,688 in expenditures will be recognized in FY 2024-25.

[illegible]

MOE:	Fr: ① Dev	Fr: ① Σ Project O N/A	Project P: N/A	Fr: ② Σ Project Q	Project X = \$0	Fr: ③ Σ (Project U)	Other: N/A	\$ 11,272,049
		To: Schedule 2 Line 15	OCTA is the lead	To: Schedule 2 Line 17	To: Schedule 2 Line 24	Fr: ④ (Project V) To: Schedule 2 Lines 21 & 22		without ① Dev Fees CR: Sch 2 Line 26
		\$ 1,403,064	\$ -	\$ 5,665,401	\$ -	\$ 4,035,097	\$ 168,487	\$ 11,272,049

Schedule 3 Expenditures to Schedule 2		Project	\$ 1,403,064	\$ -	\$ 5,665,401	\$ -	\$ 4,035,097	\$ 168,487	\$ 11,272,049
①	\$ 1,403,064	O	Project O (M2 RCP) includes expenditures for Los Patrones (Project 21-ORCO-ACE-3991) for revenues in FY 2023-24 M2 Comprehensive Transportation Funding Program (CTFP).						
②	\$ 5,665,401	Q	Project Q (M2 LFS) includes expenditures in various locations in Unincorporated Orange County for M2 Local Fair Share revenues received in FY 2023-24.						
③	\$ 4,021,281	U	Other M2 Project U SMP/SNEMP includes OCCR's expenditures for Sr Mobility Program or Senior Non-Emergency Medical Program for revenues in FY 2023-24.						
④	\$ 13,816	V	Other M2 Project V CBT includes \$13,816 in expenditures for \$13,816 and \$16,688 in revenues in FY 2023-24 for Ranch Ride (Rancho TMA); \$16,688 in expenditures will be recognized in FY 2024-25.						
	\$ 11,103,562	M2	① ② ③ ④ Σ						
	\$ 168,487	Int	Project U SMP/SNEMP Other M2 interest (OCCR's).						
	\$ 11,272,049	Total	① ② ③ ④ Σ plus interest						

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
① O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
② Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County
③ U	Senior Mobility Program or Senlor Non-Emergency Medical Program
④ V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

☐ The City/County of _____ is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and

☐ The City/County of _____ has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Kimberly Engelby
Director of Finance (Print Name)

10/25/24
Date


Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF ORANGE, CALIFORNIA
CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR
THE COUNTY OF ORANGE

December 3, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors for the County of Orange does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by County of Orange.
- c) The County of Orange Chief Financial Officer or their designee is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2023.

PASSED, APPROVED, AND ADOPTED THIS 3rd day of December 2024

The foregoing was passed and adopted by the following vote of the Orange County Board of Supervisors, on December 03, 2024, to wit:

AYES: Supervisors: KATRINA FOLEY, VICENTE SARMIENTO, DOUG CHAFFEE
DONALD P. WAGNER,
NOES: Supervisor(s):
EXCUSED: Supervisor(s):
ABSTAINED: Supervisor(s):



CHAIRMAN

STATE OF CALIFORNIA)
COUNTY OF ORANGE)

I, ROBIN STIELER, Clerk of the Board of Orange County, California, hereby certify that a copy of this document has been delivered to the Chairman of the Board and that the above and foregoing Resolution was duly and regularly adopted by the Orange County Board of Supervisors

IN WITNESS WHEREOF, I have hereto set my hand and seal.



ROBIN STIELER
Clerk of the Board
County of Orange, State of California

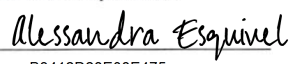


Resolution No: 24-126
Agenda Date: 12/03/2024
Item No: 14



I certify that the foregoing is a true and correct copy of the Resolution adopted by the Board of Supervisors, Orange County, State of California

Robin Stiel, Clerk of the Board of Supervisors

By: 
Deputy B3412D28E08E475...



Orange County Transportation Authority

M2 Fact Sheet

City of Cypress

Fiscal Year Ended June 30, 2024

Council Action 10/28/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$3,657,098	\$3,607,878
Interest	\$122,081	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	2,338,085	1,392,888	1,754,056	1,976,917	0
Local Fair Share Interest	0	114,103	114,103	0	0
Senior Mobility Program or SNEM	204,908	87,277	86,692	205,493	0
Senior Mobility Program or SNEM Interest	0	7,978	7,978	0	0
Other	0	2,931,055	2,931,055	0	0
Grand Total	2,542,993	4,533,302	4,893,884	2,182,411	0

Last External Auditor Review: LFS: 2022 SMP: 2020

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share**	4	\$ 2,338,085	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 204,908	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 2,542,993	\$ -
Monies Made Available During Fiscal Year	14	\$ 4,411,220	\$ 122,081
Total Monies Available (Sum Lines 13 & 14)	15	\$ 6,954,213	\$ 122,081
Expenditures During Fiscal Year	16	\$ 4,771,803	\$ 122,081
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 1,976,917	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 205,493	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

** Ending Balance at June 30, 2023 reported on M2 Expenditure Report for FY 22-23	\$ 2,354,612
Less: Adjustment for MOE Audit Fees Incurred by OCTA per Settlement Agreement	\$ (16,527)
Restated Beginning Balance at July 1, 2023	<u>\$ 2,338,085</u>

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

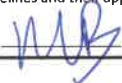
Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,392,888	\$ 114,103
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 87,277	\$ 7,978
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ 2,931,055	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 4,411,220	\$ 122,081
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 1,754,056	\$ 114,103
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 86,692	\$ 7,978
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ 2,931,055	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 4,771,803	\$ 122,081
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (360,583)	\$ -

* Other revenues and expenditure include:

Road Maintenance and Rehabilitation Act Revenue
Gas Tax revenue from the State of CA

\$	1,838,278
	1,092,777
<u>\$</u>	<u>2,931,055</u>

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other ³	TOTAL
Indirect and/or Overhead	1	\$ 1,208,816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,208,816
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 1,514,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,550,462	\$ 114,103	\$ -	\$ -	\$ -	\$ -	\$ 2,245,798	\$ 5,424,647
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 203,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 203,594
Pedestrian Ways & Bikepaths	5	\$ 48,474	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,474
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 1,562,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,754,056	\$ 114,103	\$ -	\$ -	\$ -	\$ -	\$ 2,245,798	\$ 5,676,715
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 1,562,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,754,056	\$ 114,103	\$ -	\$ -	\$ -	\$ -	\$ 2,245,798	\$ 5,676,715
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ 96,493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,493
Street Lights & Traffic Signals	13	\$ 79,747	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,747
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 709,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 685,257	\$ 1,394,541
Total Maintenance¹	16	\$ 885,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 685,257	\$ 1,570,781
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,692	\$ 7,978	\$ -	\$ 94,670
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 3,657,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,754,056	\$ 114,103	\$ -	\$ -	\$ 86,692	\$ 7,978	\$ 2,931,055	\$ 8,550,982
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Other expenditures total \$2,931,055 and are comprised of the following sources:

RMRA monies from the State of CA	\$ 1,838,278
Gas Tax monies from the State of CA	1,092,777

\$ 2,931,055**Other M2 Expenditures:**

Senior Mobility Program	\$ 86,692
Senior Mobility Program (Interest)	7,978
	<u>\$ 94,670</u>

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Cypress is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City of Cypress' Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Cypress has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Matt Burton
Director of Finance (Print Name)

17-Oct-24
Date


Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 6991

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS, AND
ACTING AS EX OFFICIO GOVERNING BOARD OF DIRECTORS OF THE
CYPRESS RECREATION AND PARK DISTRICT, CONCERNING THE
MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF CYPRESS FOR
THE FISCAL YEAR ENDED JUNE 30, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

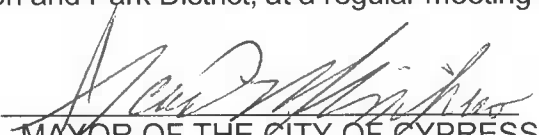
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Cypress, and acting as ex officio governing Board of Directors of the Cypress Recreation and Park District, does hereby inform OCTA as follows:

SECTION 1. The M2 Expenditure Report for Fiscal Year Ended June 30, 2024 is in conformance with the M2 Expenditure Report Template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of the fiscal year.

SECTION 2. The M2 Expenditure Report for Fiscal Year Ended June 30, 2024 (Attachment 1 to this Resolution) is hereby adopted for the City of Cypress, California.

SECTION 3. The Director of Finance of the City of Cypress, California is hereby authorized to sign and submit the Measure M2 Expenditure Report to OCTA for the Fiscal Year Ended June 30, 2024.

PASSED AND ADOPTED by the City Council of the City of Cypress, and acting as ex officio governing Board of Directors of the Cypress Recreation and Park District, at a regular meeting held on the 28th day of October, 2024.


MAYOR OF THE CITY OF CYPRESS

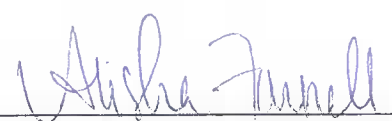
ATTEST:

CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS

I, ALISHA FARNELL, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the said City Council held on the 28th day of October, 2024, by the following roll call vote:

AYES: 4 COUNCIL MEMBERS: Burke, Mallari, Marquez and Minikus
NOES: 0 COUNCIL MEMBERS: None
ABSENT: 1 COUNCIL MEMBERS: Peat


CITY CLERK OF THE CITY OF CYPRESS



Orange County Transportation Authority

M2 Fact Sheet

City of Dana Point

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$2,141,703	\$1,698,403
Interest	\$79,141	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	1,079,160	811,905	826,447	1,064,618	0
Local Fair Share Interest	0	50,827	50,827	0	0
Senior Mobility Program or SNEM	211,099	71,691	49,322	233,468	0
Senior Mobility Program or SNEM Interest	0	4,420	4,420	0	0
Community Based Transit/Circulators	-82,974	1,203,976	919,405	201,597	0
Community Based Transit/Circulators Interest	0	23,894	23,894	0	0
Other	388,304	475,000	0	863,304	0
Grand Total	1,595,588	2,641,713	1,874,315	2,362,986	0

Last External Auditor Review: LFS: 2019 SMP: 2019

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	-	-
O	Regional Capacity Program (RCP)	2	-	-
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	-	-
Q	Local Fair Share	4	1,079,160	-
R	High Frequency Metrolink Service	5	-	-
S	Transit Extensions to Metrolink	6	-	-
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	-	-
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	211,099	-
V	Community Based Transit/Circulators	9	(82,974)	-
W	Safe Transit Stops	10	-	-
X	Environmental Cleanup Program (Water Quality)	11	-	-
	Other*	12	388,304	-
Balances at Beginning of Fiscal Year		13	1,595,589	-
	Monies Made Available During Fiscal Year	14	2,562,572	79,141
Total Monies Available (Sum Lines 13 & 14)		15	4,158,161	79,141
	Expenditures During Fiscal Year	16	1,795,174	79,141
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	-	-
O	Regional Capacity Program (RCP)	18	-	-
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	-	-
Q	Local Fair Share	20	1,064,618	-
R	High Frequency Metrolink Service	21	-	-
S	Transit Extensions to Metrolink	22	-	-
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	-	-
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	233,468	-
V	Community Based Transit/Circulators	25	201,597	-
W	Safe Transit Stops	26	-	-
X	Environmental Cleanup Program (Water Quality)	27	-	-
	Other*	28	863,304	-

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 811,905	\$ 50,827
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 71,691	\$ 4,420
V Community Based Transit/Circulators	9	\$ 1,203,976	\$ 23,894
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ 475,000	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 2,562,572	\$ 79,141
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 826,447	\$ 50,827
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 49,322	\$ 4,420
V Community Based Transit/Circulators	22	\$ 919,405	\$ 23,894
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25		
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 1,795,174	\$ 79,141
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 767,398	\$ -

* Other revenue of \$475,000 - \$240,000 from AB2766 and \$235,000 from General Fund

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest (Sheryl...what's the interest allocated to M2)	X	X Interest	Other	Other M2 Interest	OTHER	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance															
Patching	11	\$ 136,081.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 136,081
Overlay & Sealing	12	\$ 60,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 826,447.00	\$ 50,827.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 937,274
Street Lights/Traffic Signals/Traffic Signal Maintenance	13	\$ 523,240.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 523,240
Storm Drain Maintenance	14	\$ 502,717.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502,717
Other Street Purpose Maintenance	15	\$ 919,665.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 919,665
Total Maintenance ¹	16	\$ 2,141,703.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 826,447.00	\$ 50,827.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,018,977
Other - Project V and SMP	18		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 968,727.00	\$ 28,314.00	\$ -	\$ 997,041
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 2,141,703.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 826,447.00	\$ 50,827.00	\$ -	\$ -	\$ 968,727.00	\$ 28,314.00	\$ -	\$ 4,016,018.00
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>SSX</u>													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

City of Dana Point

Signature Page

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Dana Point is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Dana Point has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Sea Shelton

Director of Finance (Print Name)

10/31/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-11-19-02

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF DANA POINT, CALIFORNIA, CONCERNING THE
MEASURE M (M2) EXPENDITURE REPORT FOR THE
CITY OF DANA POINT FOR FISCAL YEAR 2023-2024**

THE CITY COUNCIL OF THE CITY OF DANA POINT, CALIFORNIA DOES HEREBY
RESOLVE AS FOLLOWS:

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Dana Point, does hereby inform OCTA that:

- Section 1. The M2 Expenditure Report, included as Attachment A, is in conformance with the M2 Expenditure Report Template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenue including interest earned, expenditures during the fiscal year and balances at the end of the fiscal year.
- Section 2. The M2 Expenditure Report is hereby adopted by the City of Dana Point.
- Section 3. That Staff is directed to submit the annual M2 Expenditure Report within six months of the end of the fiscal year as required in order to maintain eligibility for any M2 funds and transmit eligibility documents to OCTA.
- Section 4. The City of Dana Point's Director of Administrative Services or City Manager is hereby authorized to sign and submit the Measure M2 Expenditure Report to OCTA for the fiscal year ending 2023-2024.

PASSED, APPROVED, AND ADOPTED this 19th day of November 2024.



JAMEY FEDERICO, MAYOR

ATTEST:



SHAYNA SHARKE, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF DANA POINT)

I, SHAYNA SHARKE, City Clerk of the City of Dana Point, California, DO HEREBY CERTIFY THAT THE FOREGOING IS A TRUE AND CORRECT COPY OF Resolution No. 24-11-19-02 adopted by the City Council of the City of Dana Point, California, at a regular meeting thereof held on the 19th day of November 2024, by the following vote:

AYES: Frost, Gabbard, Pagano, Villar, Federico

NOES: None

ABSTAIN: None

ABSENT: None



SHAYNA SHARKE
CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of Fountain Valley

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$2,911,101	\$1,720,476
Interest	\$100,337	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	2,363,997	1,479,796	124,905	3,718,888	0
Local Fair Share Interest	52,183	91,955	52,183	91,955	0
Senior Mobility Program or SNEM	257,879	115,661	91,515	282,025	0
Senior Mobility Program or SNEM Interest	4,296	8,381	4,296	8,381	0
Grand Total	2,678,355	1,695,794	272,899	4,101,250	0

Last External Auditor Review: LFS: 2021 SMP: 2019

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 2,363,997.30	\$ 52,183
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 257,878.75	\$ 4,296
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 2,621,876.05	\$ 56,479
Monies Made Available During Fiscal Year	14	\$ 1,595,456.76	\$ 100,337
Total Monies Available (Sum Lines 13 & 14)	15	\$ 4,217,332.81	\$ 156,816
Expenditures During Fiscal Year	16	\$ 216,419.90	\$ 56,479
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 3,718,888.04	\$ 91,955
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 282,024.87	\$ 8,381
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,479,796	\$ 91,955
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 115,661	\$ 8,381
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,595,457	\$ 100,337
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 124,905	\$ 52,183
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 91,515	\$ 4,296
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 216,420	\$ 56,479
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 1,379,037	\$ 43,858

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 439,075	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 439,075
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,498.87	\$ 21,097.48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,596
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,960.40	\$ 7,503.52	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,464
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,459.27	\$ 28,601.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,060
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,459.27	\$ 28,601.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,060
Maintenance															
Patching	11	\$ 925,980.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 925,980
Overlay & Sealing	12	\$ 791,045.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 791,045
Street Lights & Traffic Signals	13	\$ 755,001.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,446.04	\$ 23,582.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 835,029
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Maintenance ¹	16	\$ 2,472,026.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,446.04	\$ 23,582.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,552,054
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,514.59	\$ 4,295.76	\$ -	\$ 95,810
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 2,911,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 124,905	\$ 52,183	\$ -	\$ -	\$ 91,515	\$ 4,296	\$ -	\$ 3,184,000
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: <u>RC</u></p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

☒ The City of Fountain Valley is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

The City Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines
☒ relating to Gas Tax Expenditures for Cities and Counties;" and


The City of Fountain Valley has expended in this fiscal year an amount of local discretionary funds for streets
☒ d roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Ryan Smith

Director of Finance (Print Name)

Nov 7, 2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 9940

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOUNTAIN VALLEY CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY OF FOUNTAIN FALLEY

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Fountain Valley does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Fountain Valley.
- c) The City of Fountain Valley Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Fountain Valley at a regular meeting this 19th day of November 2024.

Ayes: Constantine, Cunneen, Harper, Bui, Grandis
Nays: None
Absent: None
Abstain: None



Glenn Grandis, Mayor

ATTEST:



Rick Miller, City Clerk

APPROVED AS TO FORM:

Harper & Burns LLP



Attorneys for the City



Orange County Transportation Authority

M2 Fact Sheet

City of Fullerton

Fiscal Year Ended June 30, 2024

Council Action 12/3/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$11,082,362	\$4,921,569
Interest	\$228,457	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	6,768,548	3,155,984	3,149,174	6,775,358	0
Local Fair Share Interest	0	227,400	227,400	0	0
Comprehensive Transportation Funding Program	38,272	0	41,820	-3,548	0
Regional Traffic Signal Synchronization Program	-1,208,855	30,002	2,429,956	-3,608,809	0
Senior Mobility Program or SNEM	361,506	189,109	227,024	323,592	0
Senior Mobility Program or SNEM Interest	0	1,057	1,057	0	0
Water Quality Program (Project X)	-144,483	144,483	0	0	0
Grand Total	5,814,988	3,748,036	6,076,431	3,486,593	0

Last External Auditor Review: LFS: 2021 SMP: 2023

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 38,271.52	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ (1,208,855.00)	\$ -
Q Local Fair Share	4	\$ 6,768,548.47	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 361,506.01	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ (144,483.20)	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 5,814,987.80	\$ -
Monies Made Available During Fiscal Year	14	\$ 3,519,579.14	\$ 228,457
Total Monies Available (Sum Lines 13 & 14)	15	\$ 9,334,566.94	\$ 228,457
Expenditures During Fiscal Year	16	\$ 5,847,973.80	\$ 228,457
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ (3,548.22)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (3,608,808.96)	\$ -
Q Local Fair Share	20	\$ 6,775,358.37	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 323,591.95	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ 30,002	\$ -
Q Local Fair Share	4	\$ 3,155,984	\$ 227,400
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 189,109	\$ 1,057
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ 144,483	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 3,519,579	\$ 228,457
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ 41,820	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 2,429,956	\$ -
Q Local Fair Share	17	\$ 3,149,174	\$ 227,400
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 227,024	\$ 1,057
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 5,847,974	\$ 228,457
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (2,328,395)	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ¹	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 314,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,756	\$ 227,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 599,052
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ 41,819.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,820
Street Reconstruction	3	\$ 4,095,279.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,962,144.72	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,057,424
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ 2,429,956.06	\$ -	\$ 129,583.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,559,539
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 690.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 690
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 4,095,279.36	\$ -	\$ 41,819.74	\$ -	\$ 2,429,956.06	\$ -	\$ 3,092,418.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,659,473
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 4,095,279.36	\$ -	\$ 41,819.74	\$ -	\$ 2,429,956.06	\$ -	\$ 3,092,418.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,659,473
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 545,297.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 545,298
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 6,126,888.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,126,889
Total Maintenance¹	16	\$ 6,672,186.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,672,187
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 227,023.53	\$ 1,057.14	\$ -	\$ 228,081
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 11,082,362	\$ -	\$ 41,820	\$ -	\$ 2,429,956	\$ -	\$ 3,149,174	\$ 227,400	\$ -	\$ -	\$ 227,024	\$ 1,057	\$ -	\$ 17,158,793
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>EC</u>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Fullerton is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City of Fullerton's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Fullerton has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Ellis Chang

Director of Finance (Print Name)

11/26/2024

Date

Ellis Chang

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-055

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON,
CALIFORNIA, ADOPTING THE MEASURE M2 EXPENDITURE REPORT
FOR THE CITY OF FULLERTON FOR THE FISCAL YEAR ENDING JUNE
30, 2024

WHEREAS, local jurisdictions must meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds.

WHEREAS, local jurisdictions must adopt an annual M2 Expenditure Report as part of the eligibility requirements.

WHEREAS, local jurisdictions must account for net revenues, developer / traffic impact fees and funds expended by local jurisdictions in the M2 Expenditure Report that satisfy Maintenance of Effort requirements.

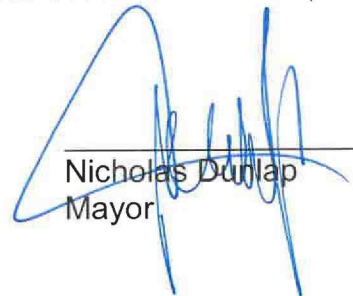
WHEREAS, the M2 Expenditure Report shall include all net revenue fund balances, interest earned and expenditures identified by type and program or project.

WHEREAS, City Council must adopt the M2 Expenditure Report and submit to OCTA each year within six months of the end of the local jurisdiction fiscal year to remain eligible to receive M2 net revenues.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FULLERTON RESOLVES AS FOLLOWS:

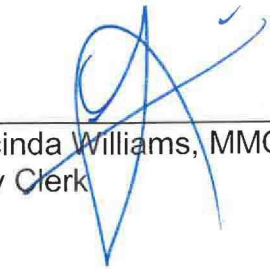
1. The M2 Expenditure Report conforms with the template provided in the Measure M2 Eligibility Guidelines and accounts for net revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.
2. City Council adopts the M2 Expenditure Report.
3. City Council authorizes the City of Fullerton Finance Director to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

ADOPTED BY THE FULLERTON CITY COUNCIL ON DECEMBER 3, 2024



Nicholas Dunlap
Mayor

ATTEST:



Lucinda Williams, MMC
City Clerk

December 23, 2024

Date

CITY OF FULLERTON
RESOLUTION CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF FULLERTON)

RESOLUTION NO. 2024-055

I, Lucinda Williams, City Clerk and ex-officio Clerk of the City Council of the City of Fullerton, California, hereby certify that the whole number of the members of the City Council of the City of Fullerton is five and that City Council adopted the above and foregoing Resolution No. 2024-055 at a regular meeting of the City Council held December 3, 2024 by the following vote:

COUNCIL MEMBERS IN FAVOR: Dunlap, Charles, Zahra

COUNCIL MEMBERS OPPOSED: None

COUNCIL MEMBERS ABSTAINED: None

COUNCIL MEMBERS ABSENT: Jung, Whitaker



Lucinda Williams, MMC
City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Garden Grove

Fiscal Year Ended June 30, 2024

Council Action 12/10/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$18,362,299	\$4,497,736
Interest	\$124,316	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,370,272	3,533,554	2,215,010	4,688,816	0
Local Fair Share Interest	0	75,256	75,256	0	0
Comprehensive Transportation Funding Program	-820,681	731,858	0	-88,824	0
Senior Mobility Program or SNEM	559,667	226,421	159,841	626,248	0
Senior Mobility Program or SNEM Interest	0	4,268	4,268	0	0
Other	1,464,544	297,314	21,608	1,740,250	0
Other Interest	0	44,791	44,791	0	0
Grand Total	4,573,802	4,913,463	2,520,775	6,966,489	0

Last External Auditor Review: LFS: 2024 SMP: 2022

City of Garden Grove

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ (820,681)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3		\$ -
Q Local Fair Share	4	\$ 3,370,272	\$ -
R High Frequency Metrolink Service	5		\$ -
S Transit Extensions to Metrolink	6		\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7		\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 559,667	\$ -
V Community Based Transit/Circulators	9		\$ -
W Safe Transit Stops	10		\$ -
X Environmental Cleanup Program (Water Quality)	11		\$ -
Other*	12	\$ 1,464,544	\$ -
Balances at Beginning of Fiscal Year	13	\$ 4,573,802	\$ -
Monies Made Available During Fiscal Year	14	\$ 4,789,148	\$ 124,316
Total Monies Available (Sum Lines 13 & 14)	15	\$ 9,362,950	\$ 124,316
Expenditures During Fiscal Year	16	\$ 2,396,459	\$ 124,316
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ (88,823)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 4,688,816	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 626,247	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ 1,740,250	\$ -

* Please provide a specific description: This pertains to Traffic Mitigation Fees net of expenditures related to the street lights and traffic signal improvements.

* In previous reports, Project U included the City's match/share so the ending balance for the program was understated by \$174,057. We have made the adjustment in line 8.

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Sources and Uses

Schedule 2

City of Garden Grove

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 731,858	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 3,533,554	\$ 75,256
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 226,421	\$ 4,268
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ 297,314	\$ 44,791
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 4,789,148	\$ 124,316
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 2,215,010	\$ 75,256
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 159,841	\$ 4,268
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ 21,608	\$ 44,791
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 2,396,459	\$ 124,316
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 2,392,689	\$ -

* Please provide a specific description: Revenue received pertains to Traffic Mitigations Fees (Fund 211) collected. Expenditures were related to the street lights and traffic signal improvements.

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 2,551,477	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,551,477
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 11,572,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,215,010	\$ 75,256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,863,227
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 11,572,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,215,010	\$ 75,256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,863,227
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 11,572,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,215,010	\$ 75,256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,863,227
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 404,406	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 404,406
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 3,833,455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,833,455
Total Maintenance ¹	16	\$ 4,237,861	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,237,861
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159,841	\$ 4,268	\$ 66,400	\$ 230,508
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 18,362,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,215,010	\$ 75,256	\$ -	\$ -	\$ 159,841	\$ 4,268	\$ 66,400	\$ 20,883,074
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: PS													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Local Fair Share Project List

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:


- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Garden Grove is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Garden Grove has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Patricia Song

Director of Finance (Print Name)

11/19/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

GARDEN GROVE CITY COUNCIL

RESOLUTION NO. 9890-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE
CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY OF
GARDEN GROVE

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of Garden Grove does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Garden Grove.
- c) The City of Garden Grove Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending 2024.

Adopted this 10th day of December 2024.

ATTEST:

/s/ STEPHANIE KLOPFENSTEIN
MAYOR

/s/ LIZABETH VASQUEZ
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS:
CITY OF GARDEN GROVE)

I, LIZABETH VASQUEZ, City Clerk of the City of Garden Grove, do hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Garden Grove, California, at a meeting held on December 10, 2024, by the following vote:

AYES:	COUNCIL MEMBERS:	(7)	BRIETIGAM, NGUYEN, TRAN, DOVINH, MUÑETON, ARESTEGUI, KLOPFENSTEIN
NOES:	COUNCIL MEMBERS:	(0)	NONE
ABSENT:	COUNCIL MEMBERS:	(0)	NONE

/s/ LIZABETH VASQUEZ
CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of Irvine

Fiscal Year Ended June 30, 2024

Council Action 11/26/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$17,105,118	\$8,681,278
Interest	\$260,796	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	11,790,867	7,241,488	9,456,559	9,575,796	0
Local Fair Share Interest	0	260,796	260,796	0	0
Comprehensive Transportation Funding Program	-4,222,377	513,229	2,450,870	-6,160,018	0
Regional Traffic Signal Synchronization Program	-2,471,624	155,436	758,845	-3,075,033	0
Senior Mobility Program or SNEM	0	244,107	244,787	-680	0
Community Based Transit/Circulators	-60,000	0	0	-60,000	0
Water Quality Program (Project X)	0	4,620	156,400	-151,780	0
Grand Total	5,036,866	8,419,675	13,328,257	128,285	0

Last External Auditor Review: LFS: 2022 SMP: 2021

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ (4,222,377.00)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ (2,471,624.00)	\$ -
Q	Local Fair Share	4	\$ 11,790,867.00	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ -	\$ -
V	Community Based Transit/Circulators	9	\$ (60,000.00)	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 5,036,866.00	\$ -
	Monies Made Available During Fiscal Year	14	\$ 8,158,880.00	\$ 260,796
Total Monies Available (Sum Lines 13 & 14)		15	\$ 13,195,746.00	\$ 260,796
	Expenditures During Fiscal Year	16	\$ 13,067,461.00	\$ 260,796
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ (6,160,018.00)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (3,075,033.00)	\$ -
Q	Local Fair Share	20	\$ 9,575,796.00	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ (680.00)	\$ -
V	Community Based Transit/Circulators	25	\$ (60,000.00)	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ (151,780.00)	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ 513,229	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ 155,436	\$ -
Q	Local Fair Share	4	\$ 7,241,488	\$ 260,796
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 244,107	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ 4,620	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 8,158,880	\$ 260,796
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ 2,450,870	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 758,845	\$ -
Q	Local Fair Share	17	\$ 9,456,559	\$ 260,796
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 244,787	\$ -
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ 156,400	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 13,067,461	\$ 260,796
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ (4,908,581)	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead ¹	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,102	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,102
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 2,394,438	\$ 3,028,388	\$ -	\$ -	\$ -	\$ -	\$ 8,631,540	\$ 260,796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,315,162
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ 758,845	\$ -	\$ 762,917	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,521,762
Pedestrian Ways & Bikepaths	5	\$ 3,788,259	\$ 22,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,810,724
Storm Drains	6	\$ 103,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,400	\$ -	\$ -	\$ -	\$ -	\$ 260,388
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 6,286,685	\$ 3,050,853	\$ -	\$ -	\$ 758,845	\$ -	\$ 9,394,457	\$ 260,796	\$ 156,400	\$ -	\$ -	\$ -	\$ -	\$ 19,908,036
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 6,286,685	\$ 3,050,853	\$ -	\$ -	\$ 758,845	\$ -	\$ 9,394,457	\$ 260,796	\$ 156,400	\$ -	\$ -	\$ -	\$ -	\$ 19,908,036
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 3,439,820	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,439,820
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 7,378,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,378,613
Total Maintenance¹	16	\$ 10,818,433	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,818,433
Other	17		\$ -	\$ 2,450,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 244,787	\$ -	\$ -	\$ 2,695,657
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 17,105,118	\$ 3,050,853	\$ 2,450,870	\$ -	\$ 758,845	\$ -	\$ 9,456,559	\$ 260,796	\$ 156,400	\$ -	\$ 244,787	\$ -	\$ -	\$ 33,484,228
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: </p>													

¹ Includes direct charges for staff time² Other M2 is specifically Project U - Senior Mobility Program

+ Transportation related only, specifically IBC & NITM

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of Irvine is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of Irvine has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Dahle Bulosan

Director of Finance (Print Name)

11/13/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

CITY COUNCIL RESOLUTION NO. 24-87

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
IRVINE, CALIFORNIA, CONCERNING THE FISCAL YEAR
2023-24 MEASURE M2 EXPENDITURE REPORT FOR THE
CITY OF IRVINE

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Irvine, DOES HEREBY INFORM OCTA that:

a) The Fiscal Year 2023-24 M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of the fiscal year.

b) The M2 Expenditure Report is hereby adopted by the City of Irvine.

c) The City of Irvine's Director of Administrative Services is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ended June 30, 2024.

PASSED AND ADOPTED by the City Council of the City of Irvine at an adjourned regular meeting held on the 26th day of November 2024.


MAYOR OF THE CITY OF IRVINE

ATTEST:


CITY CLERK OF THE CITY OF IRVINE

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF IRVINE)

I, CARL PETERSEN, City Clerk of the City of Irvine, HEREBY DO CERTIFY that the foregoing resolution was duly adopted at an adjourned regular meeting of the City Council of the City of Irvine, held on the 26th day of November 2024.

AYES:	5	COUNCILMEMBERS:	Agran, Carroll, Kim, Treseder, and Khan
NOES:	0	COUNCILMEMBERS:	None
ABSENT:	0	COUNCILMEMBERS:	None
ABSTAIN:	0	COUNCILMEMBERS:	None


CITY CLERK OF THE CITY OF IRVINE



Orange County Transportation Authority

M2 Fact Sheet

City of La Habra

Fiscal Year Ended June 30, 2024

Council Action 12/16/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,993,026	\$1,983,997
Interest	\$112,171	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	2,304,081	1,053,982	70,371	3,287,692	0
Local Fair Share Interest	200,262	111,764	0	312,026	0
Comprehensive Transportation Funding Program	0	0	0	0	0
Regional Traffic Signal Synchronization Program	0	586,729	586,729	0	0
Senior Mobility Program or SNEM	15,200	66,102	77,421	3,881	0
Senior Mobility Program or SNEM Interest	991	407	0	1,398	0
Water Quality Program (Project X)	0	0	0	0	0
Grand Total	2,520,535	1,818,984	734,521	3,604,997	0

Last External Auditor Review: LFS: 2024 SMP: 2019

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 2,304,081	\$ 200,262
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 15,200	\$ 991
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 2,319,281	\$ 201,253
	Monies Made Available During Fiscal Year	14	\$ 1,706,813	\$ 112,171
Total Monies Available (Sum Lines 13 & 14)		15	\$ 4,026,094	\$ 313,424
	Expenditures During Fiscal Year	16	\$ 734,521	\$ -
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 3,287,692	\$ 312,026
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 3,881	\$ 1,398
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ 586,729	\$ -
Q Local Fair Share	4	\$ 1,053,982	\$ 111,764
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 66,102	\$ 407
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,706,813	\$ 112,171
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 586,729	\$ -
Q Local Fair Share	17	\$ 70,371	\$ -
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 77,421	\$ -
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 734,521	\$ -
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 972,292	\$ 112,171

* Please provide a specific description

Project P-\$586,729 of revenue listed above is a current year accrual. No revenue was received in FY 2023-24.

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500
Signals, Safety Devices, & Street Lights	4	\$ 130,781	\$ -	\$ -	\$ -	\$ 586,729	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 717,510
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 130,781	\$ -	\$ -	\$ -	\$ 586,729	\$ -	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725,010
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 130,781	\$ -	\$ -	\$ -	\$ 586,729	\$ -	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 725,010
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,871	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,871
Street Lights & Traffic Signals	13	\$ 1,138,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,138,065
Storm Damage	14	\$ 79,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,913
Other Street Purpose Maintenance	15	\$ 644,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644,267
Total Maintenance ¹	16	\$ 1,862,245	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,871	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,925,116
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,421	\$ -	\$ -	\$ 77,421
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,993,026	\$ -	\$ -	\$ -	\$ 586,729	\$ -	\$ 70,371	\$ -	\$ -	\$ -	\$ 77,421	\$ -	\$ -	\$ 2,727,547
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be “counted” in local jurisdictions’ calculation of MOE if the activity is supported (funded) by a local jurisdictions’ discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its “Guidelines Relating to Gas Tax Expenditures for Cities and Counties”. I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>M. L.</u>													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of La Habra is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of La Habra has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Melvin Shannon
Director of Finance (Print Name)

12/9/24
Date

Melvin Shannon
Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. CC 2024-35

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA HABRA,
CALIFORNIA, CONCERNING THE MEASURE M2 (M2) EXPENDITURE
REPORT FOR THE CITY OF LA HABRA**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of La Habra does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of La Habra.
- c) The City of La Habra Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED, AND ADOPTED this 16th day of December 2024.


Rose Espinoza
Mayor

ATTEST:

Rhonda J. Barone.

Rhonda J. Barone, CMC
City Clerk

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS
CITY OF LA HABRA }

I, Rhonda J. Barone, CMC, City Clerk for the City of La Habra, do hereby certify that the above and foregoing is a true and correct copy of Resolution No. CC 2024-35 introduced and adopted at a Regular Meeting of the City Council of the City of La Habra held on the 16th day of December, 2024, by the following roll call vote:

AYES:	COUNCILMEMBERS:	Espinoza, Medrano, Gomez, Lampkin, Nigsarian
NOES:	COUNCILMEMBERS:	None
ABSENT:	COUNCILMEMBERS:	None
ABSTAIN:	COUNCILMEMBERS:	None

Witness my hand and the official seal of the City of La Habra this 16th day of December 2024.

Rhonda J. Barone.

Rhonda J. Barone, CMC
City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of La Palma

Fiscal Year Ended June 30, 2024

Council Action 11/5/2024
Signed Resolution Yes
Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$417,486	\$205,036
Interest	\$37,607	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	574,075	327,329	281,535	619,868	0
Local Fair Share Interest	0	37,607	37,607	0	0
Comprehensive Transportation Funding Program	397,749	0	33,584	364,165	0
Water Quality Program (Project X)	0	0	0	0	0
Grand Total	971,824	364,936	352,727	984,034	0

Last External Auditor Review: LFS: 2020 SMP: n/a

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 397,749.15	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 574,074.85	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ -	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 971,824.00	\$ -
Monies Made Available During Fiscal Year	14	\$ 327,328.87	\$ 37,607
Total Monies Available (Sum Lines 13 & 14)	15	\$ 1,299,152.87	\$ 37,607
Expenditures During Fiscal Year	16	\$ 315,119.57	\$ 37,607
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ 364,164.82	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 619,868.48	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ -	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 327,329	\$ 37,607
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ -	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 327,329	\$ 37,607
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ 33,584	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 281,535	\$ 37,607
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ -	\$ -
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 315,120	\$ 37,607
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ 12,209	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ 33,584.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,584
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ -	\$ -	\$ 33,584.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,584
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ 33,584.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,584
Maintenance															
Patching	11	\$ 17,833.79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,834
Overlay & Sealing	12	\$ 44,177.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275,555.24	\$ 37,607.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 357,340
Street Lights & Traffic Signals	13	\$ 178,073.67	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,074
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 177,401.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,980.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183,381
Total Maintenance¹	16	\$ 417,485.87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281,535.24	\$ 37,607.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 736,628
Other	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 417,486	\$ -	\$ 33,584	\$ -	\$ -	\$ -	\$ 281,535	\$ 37,607	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 770,212
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Assistant City Manager initial: <u> RH </u></p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

X All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

X The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

X The City of La Palma is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

X The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and


X The City of La Palma has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Ryan Hallett

Assistant City Manager (Print Name)

11/5/2024

Date


Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-43

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF LA PALMA CONCERNING THE MEASURE M2 (M2)
EXPENDITURE REPORT FOR THE CITY OF LA PALMA**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of La Palma does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of La Palma.
- c) The City of La Palma Assistant City Manager is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ended June 30, 2024.

PASSED, APPROVED AND ADOPTED by the City Council of the City of La Palma at a regular meeting held on the 5th day of November, 2024.


Marshall Goodman
Mayor

ATTEST:

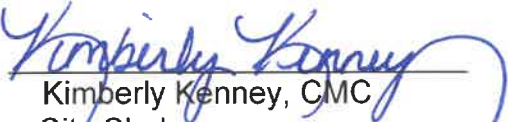

Kimberly Kenney, CMC
City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS.
CITY OF LA PALMA)

I, KIMBERLY KENNEY, City Clerk of the City of La Palma, California, DO HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of said City at a regular meeting of said City Council held on the 5th day of November, 2024, and that it was so adopted by called vote as follows:

AYES: Baker, Conklin, Goodman, Patel, and Waldman

NOES: None



Kimberly Kenney, CMC
City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Laguna Beach

Fiscal Year Ended June 30, 2024

Council Action 12/10/2024

Signed Resolution Yes

Revised Final Report? Yes

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$5,985,517	\$1,983,557
Interest	\$16,685	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	0	599,852	61,845	538,008	0
Local Fair Share Interest	0	16,046	0	16,046	0
Comprehensive Transportation Funding Program	-15,108	0	0	-15,108	0
Senior Mobility Program or SNEM	55,413	54,684	74,361	35,736	0
Senior Mobility Program or SNEM Interest	0	639	0	639	0
Community Based Transit/Circulators	-954,238	-34,423	978,871	-1,967,532	0
Grand Total	-913,933	636,798	1,115,077	-1,392,212	0

Last External Auditor Review: LFS: 2022 SMP: 2023

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

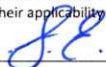
Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	-	-
O	Regional Capacity Program (RCP)	2	(15,108.00)	-
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	-	-
Q	Local Fair Share	4	-	-
R	High Frequency Metrolink Service	5	-	-
S	Transit Extensions to Metrolink	6	-	-
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	-	-
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	55,413.00	-
V	Community Based Transit/Circulators	9	(954,238.00)	-
W	Safe Transit Stops	10	-	-
X	Environmental Cleanup Program (Water Quality)	11	-	-
	Other*	12	-	-
Balances at Beginning of Fiscal Year		13	(913,933.00)	-
	Monies Made Available During Fiscal Year	14	620,113.00	16,685.01
Total Monies Available (Sum Lines 13 & 14)		15	(293,820.00)	16,685.01
	Expenditures During Fiscal Year	16	1,115,076.68	-
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	-	-
O	Regional Capacity Program (RCP)	18	(15,108.00)	-
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	-	-
Q	Local Fair Share	20	538,007.50	16,046.19
R	High Frequency Metrolink Service	21	-	-
S	Transit Extensions to Metrolink	22	-	-
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	-	-
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	35,735.83	638.83
V	Community Based Transit/Circulators	25	(1,967,532.01)	-
W	Safe Transit Stops	26	-	-
X	Environmental Cleanup Program (Water Quality)	27	-	-
	Other*	28	-	-

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	-	-
O Regional Capacity Program (RCP)	2	-	-
P Regional Traffic Signal Synchronization Program (RTSSP)	3	-	-
Q Local Fair Share	4	599,852.00	16,046.19
R High Frequency Metrolink Service	5	-	-
S Transit Extensions to Metrolink	6	-	-
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	-	-
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	54,684.00	638.83
V Community Based Transit/Circulators	9	(34,423.00)	-
W Safe Transit Stops	10	-	-
X Environmental Cleanup Program (Water Quality)	11	-	-
Other*	12	-	-
TOTAL REVENUES (Sum lines 1 to 12)	13	620,113.00	16,685.01
Expenditures:			
A-M Freeway Projects	14	-	-
O Regional Capacity Program (RCP)	15	-	-
P Regional Traffic Signal Synchronization Program (RTSSP)	16	-	-
Q Local Fair Share	17	61,844.50	-
R High Frequency Metrolink Service	18	-	-
S Transit Extensions to Metrolink	19	-	-
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	-	-
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	74,361.17	-
V Community Based Transit/Circulators	22	978,871.01	-
W Safe Transit Stops	23	-	-
X Environmental Cleanup Program (Water Quality)	24	-	-
Other*	25	-	-
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	1,115,076.68	-
TOTAL BALANCE (Subtract line 26 from 13)	27	(494,963.68)	16,685.01

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 1,250,734.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,734
Signals, Safety Devices, & Street Lights	4	\$ 26,433.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,433
Pedestrian Ways & Bikepaths	5	\$ 1,294.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,294
Storm Drains	6	\$ 98,352.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,352
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 1,376,813.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,376,813
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 1,376,813.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,376,813
Maintenance															
Patching	11	\$ 1,494,474.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,494,474
Overlay & Sealing	12	\$ 87,167.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,844.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,012
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 3,027,063.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,027,063
Total Maintenance¹	16	\$ 4,608,704.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,844.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,670,549
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,053,232.18	\$ -	\$ -	\$ 1,053,232
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 5,985,517	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,845	\$ -	\$ -	\$ -	\$ 1,053,232	\$ -	\$ -	\$ 7,100,594
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: </p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R, S, T, U, V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Laguna Beach is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Laguna Beach has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Erica Castillo
Director of Finance (Print Name)

Date

12/19/24



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24.093

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA BEACH, CALIFORNIA, CONCERNING THE
MEASURE M2 EXPENDITURE REPORT FOR THE CITY
OF LAGUNA BEACH**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA BEACH
DOES RESOLVE:**

SECTION 1. The M2 Expenditure Report for the fiscal year ending June 30, 2024, is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.

SECTION 2. The M2 Expenditure Report is hereby adopted by the City of Laguna Beach.

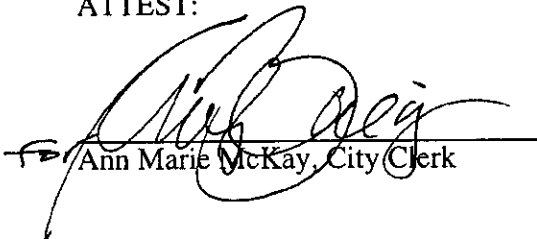
SECTION 3. The City of Laguna Beach Director of Finance is hereby authorized to sign and submit the M2 Expenditure Report (Exhibit A) to OCTA for the fiscal year ending June 30, 2024.

ADOPTED this 10th day of December 2024.



Alex Rounaghi, Mayor

ATTEST:



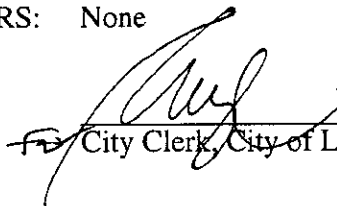
Ann Marie McKay, City Clerk

I, Ann Marie McKay, City Clerk of the City of Laguna Beach, certify that the foregoing Resolution No. 24.093 was duly adopted at a regular meeting of the City Council of said City held on December 10, 2024, by the following vote:

AYES: COUNCILMEMBERS: Jones, Kempf, Whalen, Orgill, Rounaghi

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None



City Clerk, City of Laguna Beach, California



Orange County Transportation Authority

M2 Fact Sheet

City of Laguna Hills

Fiscal Year Ended June 30, 2024

Council Action 10/22/2024
Signed Resolution Yes
Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,112,912	\$355,496
Interest	\$11,840	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	161,291	785,455	708,079	238,666	0
Senior Mobility Program or SNEM	214,449	51,037	4,370	261,116	0
Senior Mobility Program or SNEM Interest	0	11,840	11,840	0	0
Water Quality Program (Project X)	0	200,000	200,000	0	0
Grand Total	375,740	1,048,332	924,289	499,783	0

Last External Auditor Review: LFS: 2024 SMP: 2020

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 161,290.62	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 214,448.74	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 375,739.36	\$ -
Monies Made Available During Fiscal Year	14	\$ 1,036,491.94	\$ 11,840
Total Monies Available (Sum Lines 13 & 14)	15	\$ 1,412,231.30	\$ 11,840
Expenditures During Fiscal Year	16	\$ 912,448.43	\$ 11,840
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 238,666.46	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 261,116.41	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 785,454.66	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 51,037.28	\$ 11,840.46
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ 200,000.00	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 1,036,491.94	\$ 11,840.46
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 708,078.82	\$ -
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 4,369.61	\$ 11,840.46
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ 200,000.00	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 912,448.43	\$ 11,840.46
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ 124,043.51	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ 200,000.00
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 859,219.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 859,219.10
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 253,693.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 708,078.82	\$ -	\$ -	\$ -	\$ 4,369.61	\$ 11,840.46	\$ -	\$ 977,982.26
Total Maintenance ¹	16	\$ 1,112,912.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 708,078.82	\$ -	\$ -	\$ -	\$ 4,369.61	\$ 11,840.46	\$ -	\$ 1,837,201.36
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,112,912.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 708,078.82	\$ -	\$ 200,000.00	\$ -	\$ 4,369.61	\$ 11,840.46	\$ -	\$ 2,037,201.36
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ✓ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ✓ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ✓ The City of Laguna Hills is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ✓ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ✓ The City of Laguna Hills has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Eric Hendrickson

Director of Finance (Print Name)

10/11/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-10-22-2

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, CONCERNING THE
MEASURE M2 (M2) EXPENDITURE REPORT FOR THE
CITY OF LAGUNA HILLS FOR FISCAL YEAR ENDED
JUNE 30, 2024

The City Council of the City of Laguna Hills, California, hereby finds, determines declares, and resolves as follows:

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES HEREBY INFORM OCTA THAT:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Laguna Hills.
- c) The City of Laguna Hills Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED, AND ADOPTED this 22nd day of October 2024.


DAVE WHEELER, MAYOR

ATTEST:


JENNIFER LEE, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2024-10-22-2 adopted by the City Council of the City of Laguna Hills, California, at a
Regular Meeting thereof held on the 22nd day of October 2024, by the following vote:

AYES: Council Members Caskey, Heft, Mayor Pro Tempore
Sweeney, and Mayor Wheeler

NOES: None

ABSENT: Council Member Pezold

ABSTAIN: None

(SEAL)


JENNIFER LEE, CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of Laguna Niguel

Fiscal Year Ended June 30, 2024

Council Action 12/17/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,579,955	\$990,064
Interest	\$96,412	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,258,839	1,567,473	2,157,237	2,669,074	0
Local Fair Share Interest	0	77,662	77,662	0	0
Comprehensive Transportation Funding Program	-174,661	376,487	0	201,826	0
Senior Mobility Program or SNEM	428,378	107,401	58,980	476,799	0
Senior Mobility Program or SNEM Interest	0	18,750	18,750	0	0
Community Based Transit/Circulators	-260,354	26,471	130,080	-363,963	0
Grand Total	3,252,202	2,174,243	2,442,709	2,983,736	0

Last External Auditor Review: LFS: 2021 SMP: 2024

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ (174,661.00)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 3,258,839.00	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 428,378.00	\$ -
V	Community Based Transit/Circulators	9	\$ (260,354.00)	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 3,252,202.00	\$ -
	Monies Made Available During Fiscal Year	14	\$ 2,077,831.05	\$ 96,412
Total Monies Available (Sum Lines 13 & 14)		15	\$ 5,330,033.05	\$ 96,412
	Expenditures During Fiscal Year	16	\$ 2,346,297.00	\$ 96,412
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ 201,826.00	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 2,669,074.00	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 476,799.00	\$ -
V	Community Based Transit/Circulators	25	\$ (363,962.95)	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ 376,487	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 1,567,472	\$ 77,662
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 107,401	\$ 18,750
V	Community Based Transit/Circulators	9	\$ 26,471	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 2,077,831	\$ 96,412
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 2,157,237	\$ 77,662
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 58,980	\$ 18,750
V	Community Based Transit/Circulators	22	\$ 130,080	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 2,346,297	\$ 96,412
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ (268,466)	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,157,237.00	\$ 77,662.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,234,899
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,157,237.00	\$ 77,662.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,234,899
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,157,237.00	\$ 77,662.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,234,899
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 1,579,955.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,060.00	\$ 18,750.00	\$ -	\$ 1,787,765
Total Maintenance ¹	16	\$ 1,579,955.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189,060.00	\$ 18,750.00	\$ -	\$ 1,787,765
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,579,955	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,157,237	\$ 77,662	\$ -	\$ -	\$ 189,060	\$ 18,750	\$ -	\$ 4,022,664
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be “counted” in local jurisdictions’ calculation of MOE if the activity is supported (funded) by a local jurisdictions’ discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its “Guidelines Relating to Gas Tax Expenditures for Cities and Counties”. I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>TA</u>													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of Laguna Niguel is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of Laguna Niguel has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Trevor Appelius

Director of Finance (Print Name)

12/18/2024

Date

Tu

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-1496

**RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF LAGUNA NIGUEL, CALIFORNIA,
ADOPTING THE MEASURE M2 EXPENDITURE REPORT
FOR FISCAL YEAR 2023-2024**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdictions in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.


NOW, THEREFORE, the City Council of the City of Laguna Niguel hereby resolves as follows:

1. The M2 Expenditure Report (attached as Exhibit 1) is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
2. The M2 Expenditure Report for Fiscal Year 2023-2024 is hereby adopted by the City of Laguna Niguel.
3. The City of Laguna Niguel Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED AND ADOPTED this 17th day of December, 2024.


Ray Gennawey, Mayor

ATTEST:


Marissa J. Asistin
City Clerk

Exhibits

1. Annual Measure M2 Expenditure Report



Orange County Transportation Authority

M2 Fact Sheet

City of Laguna Woods

Fiscal Year Ended June 30, 2024

Council Action 12/11/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$161,543	\$104,578
Interest	\$23,021	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	240,447	314,268	255,883	298,833	0
Local Fair Share Interest	0	9,341	9,341	0	0
Regional Traffic Signal Synchronization Program	-3,110	0	0	-3,110	0
Regional Traffic Signal Synchronization Program Interest	1,035	0	0	1,035	0
Senior Mobility Program or SNEM	218,423	124,808	363,920	-20,688	0
Senior Mobility Program or SNEM Interest	0	13,680	13,680	0	0
Grand Total	456,796	462,097	642,823	276,070	0

Last External Auditor Review: LFS: 2021 SMP: 2024

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Report Checks

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ (3,109.56)	\$ 1,035
Q	Local Fair Share	4	\$ 240,446.80	
R	High Frequency Metrolink Service	5	\$ -	
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 218,423.39	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 455,760.63	\$ 1,035
	Monies Made Available During Fiscal Year	14	\$ 439,076.48	\$ 23,021
Total Monies Available (Sum Lines 13 & 14)		15	\$ 894,837.11	\$ 24,056
	Expenditures During Fiscal Year	16	\$ 619,802.23	\$ 23,021
Balances at End of Fiscal Year				
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (3,109.56)	
Q	Local Fair Share	20	\$ 298,832.58	
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ (20,688.14)	\$ -
V	Community Based Transit/Circulators	25	\$ -	
W	Safe Transit Stops	26	\$ -	
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Report Checks

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 314,268	\$ 9,341
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 124,808	\$ 13,680
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 439,076	\$ 23,021
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 255,883	\$ 9,341
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 363,920	\$ 13,680
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 619,802	\$ 23,021
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (180,726)	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Report Checks

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,232.63	\$ 9,340.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 264,573
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 161,543.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 363,919.60	\$ 13,680.40	\$ -	\$ 539,143
Total Maintenance¹	16	\$ 161,543.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,232.63	\$ 9,340.61	\$ -	\$ -	\$ 363,919.60	\$ 13,680.40	\$ -	\$ 803,717
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 161,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,883	\$ 9,341	\$ -	\$ -	\$ 363,920	\$ 13,680	\$ -	\$ 804,367
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>ET</u>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R, S, T, U, V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

**M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Report Checks**

I hereby certify that:

- ✓ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ✓ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ✓ The City of Laguna Woods is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ✓ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ✓ The City of Laguna Woods has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Elizabeth Torres

Director of Finance (Print Name)

12/12/2024

Date



Digitally signed by
Elizabeth Torres
Date: 2024.12.12
18:55:44 -08'00'

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-45

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING AND CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (“OCTA”) in order to remain eligible to receive Measure M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual Measure M2 Expenditure Report as part of one of the Measure M2 eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the Measure M2 Expenditure Report that satisfy the Measure M2 Maintenance of Effort requirements; and

WHEREAS, the Measure M2 Expenditure Report is required to include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the Measure M2 Expenditure Report is required to be adopted and submitted to the OCTA each year within six months of the end of each local jurisdiction’s fiscal year to be eligible to receive Net Revenues as part of Measure M2.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That the Measure M2 Expenditure Report for the Fiscal Year ended June 30, 2024, attached hereto as Exhibit A, is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues, including interest earned, expenditures during the fiscal year, and balances at the end of the fiscal year.


SECTION 2. That the Measure M2 Expenditure Report for the Fiscal Year ended June 30, 2024, attached hereto as Exhibit A, is hereby adopted by the City of

Laguna Woods.

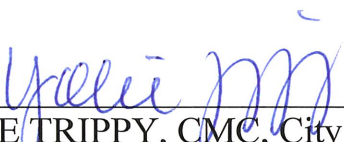
SECTION 3. That the City of Laguna Woods' Administrative Services Director/City Treasurer is hereby authorized to sign and submit the Measure M2 Expenditure Report to the OCTA for the Fiscal Year ended June 30, 2024, acting in the capacity of the City of Laguna Woods' Director of Finance.

SECTION 4. The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this 11th day of December 2024.


Shari L. Horne, Mayor

ATTEST:


YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

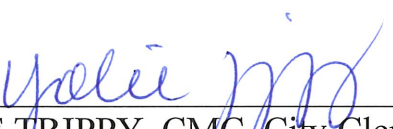
I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-45** was duly adopted by the City Council of the City of Laguna Woods at an adjourned regular meeting thereof, held on the 11th day of December 2024, by the following vote:

AYES: COUNCILMEMBERS: Horne, McCary, Conners, Lee, Moore

NOES: COUNCILMEMBERS: -

ABSTAIN: COUNCILMEMBERS: -

ABSENT: COUNCILMEMBERS: -


YOLIE TRIPPY, CMC, City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Lake Forest

Fiscal Year Ended June 30, 2024

Council Action 11/5/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$712,822	\$245,220
Interest	\$227,739	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,919,483	1,951,606	1,195,649	4,675,440	0
Local Fair Share Interest	66,757	217,677	284,434	0	0
Comprehensive Transportation Funding Program	0	0	0	0	0
Senior Mobility Program or SNEM	200,943	97,253	71,797	226,399	0
Senior Mobility Program or SNEM Interest	0	10,062	10,062	0	0
Water Quality Program (Project X)	0	0	0	0	0
Other	0	2,181	2,181	0	0
Grand Total	4,187,183	2,278,779	1,564,123	4,901,840	0

Last External Auditor Review: LFS: 2020 SMP: 2018

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 3,919,483.00	\$ 66,757
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 200,943.00	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 4,120,426.00	\$ 66,757
Monies Made Available During Fiscal Year	14	\$ 2,051,040.00	\$ 227,739
Total Monies Available (Sum Lines 13 & 14)	15	\$ 6,171,466.00	\$ 294,496
Expenditures During Fiscal Year	16	\$ 1,269,627.00	\$ 294,496
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 4,675,440.00	\$ 0
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 226,399.00	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,951,606	\$ 217,677
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 97,253	\$ 10,062
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ 2,181	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 2,051,040	\$ 227,739
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 1,195,649	\$ 284,434
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 71,797	\$ 10,062
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ 2,181	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 1,269,627	\$ 294,496
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 781,413	\$ (66,757)

* Please provide a specific description

Note: Fare revenues collected and expended under the Senior Mobility Program totaled \$2,181 during the fiscal year and are reported under the Other Revenue and Other Expenditure Categories.

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,195,649.00	\$ 284,434.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,480,083
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 712,822.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 712,822
Total Maintenance¹	16	\$ 712,822.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,195,649.00	\$ 284,434.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,192,905
Other	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,797.00	\$ 10,062.00	\$ 2,181.00	\$ 84,040
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 712,822	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,195,649	\$ 284,434	\$ -	\$ -	\$ 71,797	\$ 10,062	\$ 2,181	\$ 2,276,945
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: <u>KS</u></p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Lake Forest is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Lake Forest has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

KEVIN SHIRAH

Director of Finance (Print Name)

11/13/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-46

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST, CALIFORNIA, CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF LAKE FOREST

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST DOES HEREBY RESOLVE, DETERMINE, FIND AND ORDER AS FOLLOWS:

Section 1. The City of Lake Forest does hereby inform OCTA that:

- a. The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.

- b. The M2 Expenditure Report is hereby adopted by the City of Lake Forest.
- c. The City of Lake Forest Director of Finance is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.


PASSED, APPROVED AND ADOPTED this 5th day of November 2024, by the following vote, to wit:


MARK TETTEMER
MAYOR

ATTEST:


LISA BERGLUND
CITY CLERK

APPROVED AS TO FORM:


MATTHEW E. RICHARDSON
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF LAKE FOREST)

I, Lisa Berglund, City Clerk of the City of Lake Forest, California, do hereby certify that the foregoing Resolution No. 2024-46 was duly passed and adopted at a regular meeting of the Lake Forest City Council on the 5th day of November 2024, by the following vote, to wit:

AYES: COUNCIL MEMBERS: CIRBO, PEQUEÑO, TETTEMER, VOIGTS, YU
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:



LISA BERGLUND
CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of Los Alamitos

Fiscal Year Ended June 30, 2024

Council Action 11/18/2024
Signed Resolution Yes
Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,204,110	\$208,130
Interest	\$33,189	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	574,554	308,014	60,792	821,776	0
Local Fair Share Interest	3,391	15,869	3,132	16,128	0
Other	553,883	560,089	234,673	879,299	0
Other Interest	14,311	17,320	3,860	27,771	0
Grand Total	1,146,139	901,292	302,457	1,744,974	0

Last External Auditor Review: LFS: 2022 SMP: n/a

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 574,554	\$ 3,391
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ -	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ 553,883	\$ 14,311
Balances at Beginning of Fiscal Year		13	\$ 1,128,437	\$ 17,702
	Monies Made Available During Fiscal Year	14	\$ 868,103	\$ 33,189
Total Monies Available (Sum Lines 13 & 14)		15	\$ 1,996,540	\$ 50,891
	Expenditures During Fiscal Year	16	\$ 295,465	\$ 6,992
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 821,776	\$ 16,128
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ -	\$ -
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ 879,299	\$ 27,771

* Please provide a specific description

LFS (26)

Other

Gas Tax (20)

Res St/Alleys (24)

Traffic Imp (44)

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 308,014	\$ 15,869
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ -	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ 560,089	\$ 17,320
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 868,103	\$ 33,189
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 60,792	\$ 3,132
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ -	\$ -
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ 234,673	\$ 3,860
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 295,465	\$ 6,992
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 572,638	\$ 26,197

* Please provide a specific description

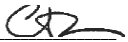
Revenue

LFS (26)	\$ 308,014	\$ 15,869
Gas Tax (20)	\$ 560,089	\$ 9,209
Res St/Alleys (24)	\$ -	\$ 261
Traffic Imp (44)	\$ -	\$ 7,850
	<u>\$ 868,103</u>	<u>\$ 33,189</u>

Expenditures

LFS (26)	\$ 60,792	\$ 3,132
Gas Tax (20)	\$ 234,591	\$ 3,857
Res St/Alleys (24)	\$ -	\$ -
Traffic Imp (44)	\$ 82	\$ 3
	<u>\$ 295,465</u>	<u>\$ 6,992</u>

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 43,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,040
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 79,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,309	\$ 340	\$ -	\$ -	\$ -	\$ -	\$ 234,673	\$ 321,451
Signals, Safety Devices, & Street Lights	4	\$ 19,876	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,638	\$ 2,403	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,917
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150	\$ 8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 99,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,097	\$ 2,751	\$ -	\$ -	\$ -	\$ -	\$ 234,673	\$ 390,526
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 99,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,097	\$ 2,751	\$ -	\$ -	\$ -	\$ -	\$ 234,673	\$ 390,526
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 406,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 406,443
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,695	\$ 381	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,076
Total Maintenance ¹	16	\$ 406,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,695	\$ 381	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,519
Other	17	\$ 655,622	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 655,622
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,204,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,792	\$ 3,132	\$ -	\$ -	\$ -	\$ -	\$ 234,673	\$ 1,502,707
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

LFS (Q)		Maintenance		Interest	
Construction					
St Signs @ Inter	\$ 46,638	St Markings/Striping		\$ 5,452	
Concrete ADA	\$ 150	PMP		\$ 87	
Katella Ave St	\$ 7,309	Arterial & Res Tree		\$ 1,156	
	\$ 54,097			\$ 6,695	\$ 60,792 \$ 3,132 \$ 63,924
Other (M2)		Maintenance		Interest	
Construction					
(20)Res St Imp	\$ 1,800				
(20)Bloomfield St I	\$ 232,791				
(44)Briggeman St	\$ 82				
	\$ 234,673			\$ 234,673	\$ 3,860

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

	Interest (Inc above)
Street Markings / Striping	\$ 281
Pavement Management Program	\$ 40
Arterial & Residential Tree Trimming	\$ 60
Street Signs at Intersections	\$ 2,403
Concrete ADA Ramp Project	\$ 8
Katella Ave Street Project	\$ 340
	<u>\$ 3,132</u>

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Los Alamitos is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with the direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Los Alamitos has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Craig A Koehler

Director of Finance (Print Name)

10/15/2024

Date

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-41

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LOS ALAMITOS, CALIFORNIA, CONCERNING THE
MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF
LOS ALAMITOS FOR THE FISCAL YEAR ENDING
JUNE 30, 2024**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and,

WHEREAS, local jurisdictions are required to adopt an annual Expenditure Report as part of one of the eligibility requirements; and,

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by the local jurisdiction in the Expenditure Report that satisfy the Maintenance of Effort requirements; and,

WHEREAS, the Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and,

WHEREAS, the Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LOS ALAMITOS
DOES RESOLVE AS FOLLOWS:**

SECTION 1. The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues, including interest earned, expenditures during the fiscal year, and balances at the end of the fiscal year.

SECTION 2. The M2 Expenditure Report is hereby adopted by the City of Los Alamitos, CA, and included as Exhibit A.

SECTION 3. The City of Los Alamitos Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED, AND ADOPTED this 18th day of November, 2024.

Signed by:



20F856B26EEDB45C...
Jordan Nefulda, Mayor

ATTEST:

Signed by:

Windmera Quintanar

54BCC26B4CA8409

Windmera Quintanar, MMC, City Clerk

APPROVED AS TO FORM:

Signed by:

Michael S. Daudt

350A1E4BDEFA45B

Michael S. Daudt, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LOS ALAMITOS)

I, Windmera Quintanar, MMC, City Clerk of the City of Los Alamitos, do hereby certify that the foregoing Resolution was adopted at a Regular meeting of the City Council held on the 18th day of November 2024 by the following vote to wit:

AYES:	COUNCILMEMBERS:	Doby, Hasselbrink, Hibard, Murphy, Nefulda
NOES:	COUNCILMEMBERS:	None
ABSENT:	COUNCILMEMBERS:	None
ABSTAIN:	COUNCILMEMBERS:	None

Signed by:

Windmera Quintanar

54BCC26B4CA8409

Windmera Quintanar, MMC, City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Mission Viejo

Fiscal Year Ended June 30, 2024

Council Action 12/10/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$5,218,027	\$3,150,525
Interest	\$142,956	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,411,411	2,105,811	3,514,019	2,003,203	0
Local Fair Share Interest	-2,764	121,939	119,175	0	0
Comprehensive Transportation Funding Program	-1	1,032,869	1,370,826	-337,958	0
Comprehensive Transportation Funding Program Interest	0	4,312	4,312	0	0
Regional Traffic Signal Synchronization Program	0	0	68,479	-68,479	0
Senior Mobility Program or SNEM	612,715	149,820	189,531	573,004	0
Senior Mobility Program or SNEM Interest	17,259	16,704	6,721	27,242	0
Community Based Transit/Circulators	-274,394	406,863	292,528	-160,058	0
Water Quality Program (Project X)	-159,849	159,879	177,458	-177,428	0
Grand Total	3,604,378	3,998,199	5,743,050	1,859,526	0

Last External Auditor Review: LFS: 2024 SMP: 2024

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ (0.51)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 3,411,411.34	\$ (2,764)
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 612,714.91	\$ 17,259
V Community Based Transit/Circulators**	9	\$ (274,393.55)	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ (159,849.00)	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 3,589,883.19	\$ 14,496
Monies Made Available During Fiscal Year	14	\$ 3,855,241.98	\$ 142,956
Total Monies Available (Sum Lines 13 & 14)	15	\$ 7,445,125.17	\$ 157,451
Expenditures During Fiscal Year	16	\$ 5,612,840.90	\$ 130,209
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ (337,958.46)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (68,478.64)	\$ -
Q Local Fair Share	20	\$ 2,003,203.33	\$ (0)
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 573,004.42	\$ 27,242
V Community Based Transit/Circulators	25	\$ (160,058.38)	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ (177,428.00)	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description


** Beginning balance was adjusted to account for prior year expenditures of \$10,539.43 that were not reflected in a previous M2 report

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 1,032,868	\$ 4,312
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 2,105,811	\$ 121,939
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 149,820	\$ 16,704
V Community Based Transit/Circulators	9	\$ 406,863	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ 159,879	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 3,855,242	\$ 142,956
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ 1,370,826	\$ 4,312
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 68,479	\$ -
Q Local Fair Share	17	\$ 3,514,019	\$ 119,175
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 189,531	\$ 6,721
V Community Based Transit/Circulators	22	\$ 292,528	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ 177,458	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 5,612,841	\$ 130,209
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (1,757,599)	\$ 12,747

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees*	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 987,036	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,866	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,028,902
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 393,925.00	\$ -	\$ 1,370,826.28	\$ 4,312.34	\$ -	\$ -	\$ 1,595,371.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,364,435
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,195.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,195
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 393,925.00	\$ -	\$ 1,370,826.28	\$ 4,312.34	\$ -	\$ -	\$ 1,642,566.39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,411,630
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 393,925.00	\$ -	\$ 1,370,826.28	\$ 4,312.34	\$ -	\$ -	\$ 1,642,566.39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,411,630
Maintenance															
Patching	11	\$ 1,707,654.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,707,654
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,797,083.48	\$ 119,175.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,916,259
Street Lights & Traffic Signals	13	\$ 1,502,679.00	\$ -	\$ -	\$ -	\$ 68,478.64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,571,158
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 626,733.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177,458.20	\$ -	\$ -	\$ -	\$ -	\$ 804,191
Total Maintenance¹	16	\$ 3,837,066.00	\$ -	\$ -	\$ -	\$ 68,478.64	\$ -	\$ 1,797,083.48	\$ 119,175.06	\$ 177,458.20	\$ -	\$ -	\$ -	\$ -	\$ 5,999,261
Other	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,503.11	\$ -	\$ -	\$ -	\$ 482,058.94	\$ 6,721.47	\$ -	\$ 521,284
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 5,218,027	\$ -	\$ 1,370,826	\$ 4,312	\$ 68,479	\$ -	\$ 3,514,019	\$ 119,175	\$ 177,458	\$ -	\$ 482,059	\$ 6,721	\$ -	\$ 10,961,077
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director Initial: </p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of Mission Viejo is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of Mission Viejo has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Cheryl Dyas

Director of Finance (Print Name)

12/4/24

Date

Cheryl Dyas

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-56

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MISSION VIEJO ADOPTING THE MEASURE M2
EXPENDITURE REPORT FOR THE CITY OF MISSION VIEJO

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.


NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF MISSION VIEJO, CALIFORNIA DOES HEREBY INFORM OCTA THAT:

SECTION 1. The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.

SECTION 2. The M2 Expenditure Report is hereby adopted by the City of Mission Viejo.

SECTION 3. The City of Mission Viejo Director of Administrative Services is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024, including any minor modifications as directed and approved by OCTA.

PASSED, APPROVED, AND ADOPTED this 10th day of December, 2024.


Trish Kelley
Mayor

I, Kimberly Schmitt, City Clerk of the City of Mission Viejo, hereby certify that the foregoing resolution was duly adopted by the City Council of the City of Mission Viejo at a regular meeting thereof, held on the 10th day of December, 2024, by the following vote of the City Council:

AYES: Bucknum, Goodell, Kelley, Ruesch and Vasquez
NOES: None
ABSENT: None

ATTEST:



Kimberly Schmitt
City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Newport Beach

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$22,362,313	\$14,292,404
Interest	\$137,931	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	2,645,082	2,565,014	2,123,291	3,086,805	0
Local Fair Share Interest	0	135,501	135,501	0	0
Comprehensive Transportation Funding Program	527,562	0	24,213	503,349	0
Senior Mobility Program or SNEM	0	191,633	191,633	1	0
Senior Mobility Program or SNEM Interest	0	2,430	2,430	0	0
Community Based Transit/Circulators	-426,514	121,431	201,331	-506,414	0
Water Quality Program (Project X)	-267,210	267,210	0	0	0
Other	-15,290	15,290	0	0	0
Grand Total	2,463,631	3,298,510	2,678,399	3,083,742	0

Last External Auditor Review: LFS: 2021 SMP: 2023

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ 527,562	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 2,645,082	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ -	\$ -
V	Community Based Transit/Circulators	9	\$ (426,514)	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality) (Note 2 Below)	11	\$ (267,210)	\$ -
	Other* (Note 2 Below)	12	\$ (15,290)	\$ -
Balances at Beginning of Fiscal Year		13	\$ 2,463,630	\$ -
Monies Made Available During Fiscal Year		14	\$ 3,160,578	\$ 137,931
Total Monies Available (Sum Lines 13 & 14)		15	\$ 5,624,208	\$ 137,931
Expenditures During Fiscal Year		16	\$ 2,540,468	\$ 137,931
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ 503,349	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 3,086,805	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ -	\$ -
V	Community Based Transit/Circulators	25	\$ (506,414)	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

Based on comments from OCTA regarding the City's M2 expenditure report for the fiscal year ended June 30, 2022, cash balances are reported for projects O, V, and X, and fund balance is reported for project Q.

Note 2 - As requested by OCTA, (\$267,210) of project X's beginning cash balance is being reported on line 11 of schedule 1, and (\$15,290) of project X's beginning cash balance is being reported on line 12 of schedule 1.

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 2,565,014	\$ 135,501
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 191,633	\$ 2,430
V Community Based Transit/Circulators	9	\$ 121,431	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality) (Note 2 Below)	11	\$ 267,210	\$ -
Other* (Note 2 Below)	12	\$ 15,290	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 3,160,578	\$ 137,931
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ 24,213	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 2,123,291	\$ 135,501
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 191,633	\$ 2,430
V Community Based Transit/Circulators	22	\$ 201,331	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 2,540,468	\$ 137,931
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 620,110	\$ -


Based on comments from OCTA regarding the City's M2 expenditure report for the fiscal year ended June 30, 2022, projects O, V, and X are reported on a cash basis, and project Q is reported on a modified accrual basis.

Note 2 - As requested by OCTA, \$267,210 of project X's revenue is being reported on line 11 of schedule 2, and \$15,290 of project X's revenue is being reported on line 12 of schedule 2. The \$267,210 of project X revenue is cash basis revenue received from OCTA. The \$15,290 of project X revenue is a transfer from the city's general fund because of expenditures in prior fiscal years that are not being reimbursed by OCTA.

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 12,030,691	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,030,691
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 2,130,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,123,291	\$ 135,501	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,389,089
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 2,130,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,123,291	\$ 135,501	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,389,089
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 2,130,297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,123,291	\$ 135,501	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,389,089
Maintenance															
Patching	11	\$ 64,798	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,798
Overlay & Sealing	12	\$ 1,518,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,518,600
Street Lights & Traffic Signals	13	\$ 3,336,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,336,614
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 3,281,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,281,313
Total Maintenance ¹	16	\$ 8,201,325	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,201,325
Other	17		\$ -	\$ 24,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 392,964	\$ 2,430	\$ -	\$ 419,607
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 22,362,313	\$ -	\$ 24,213	\$ -	\$ -	\$ -	\$ 2,123,291	\$ 135,501	\$ -	\$ -	\$ 392,964	\$ 2,430	\$ -	\$ 25,040,712
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Project O's other expenditures represent design expenditures for the West Coast Highway Intersection Improvements & Pedestrian Bridge.

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Newport Beach is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Newport Beach has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Jason Al-Imam

Director of Finance (Print Name)

10/23/24

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-88

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH, CALIFORNIA, CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF NEWPORT BEACH FOR THE FISCAL YEAR ENDING JUNE 30, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority ("OCTA") to remain eligible to receive Measure M2 ("M2") funds;

WHEREAS, local jurisdictions are required to adopt an annual expenditure report as part of the eligibility requirements ("Expenditure Report"), which Expenditure Report is attached hereto as Exhibit "A" and incorporated herein by reference;

WHEREAS, local jurisdictions are required to account for developer/traffic impact fees, and funds expended by the local jurisdiction in the Expenditure Report that satisfy OCTA's Maintenance of Effort requirements;

WHEREAS, local jurisdictions are also required to account for Net Revenues in such Expenditure Report, which is defined by OCTA as "[a]ll of the gross revenues generated from the transactions and use tax plus any interest or other earnings thereon (collectively, "Revenues"), after the deduction for: (i) amounts payable to the State Board of Equalization for the performance of functions incidental to the administration and operation of the Ordinance, (ii) costs for the administration of the Ordinance as provided herein, (iii) two percent (2%) of the Revenues annually allocated for Environmental Cleanup, and (iv) satisfaction of debt service requirements of all bonds issued pursuant to the Ordinance that are not satisfied out of separate allocations, shall be defined as 'Net Revenues' and shall be allocated solely for the transportation purposes described in the Ordinance";

WHEREAS, the Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the Expenditure Report must be adopted and submitted to OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, the City Council of the City of Newport Beach resolves as follows:

Section 1: The City Council does hereby inform OCTA that:

a) The Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.

b) The Expenditure Report is hereby adopted by the City of Newport Beach.

c) The City of Newport Beach's Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

Section 2: The recitals provided in this resolution are true and correct and are incorporated into the operative part of this resolution.

Section 3: If any section, subsection, sentence, clause or phrase of this resolution is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the remaining portions of this resolution. The City Council hereby declares that it would have passed this resolution, and each section, subsection, sentence, clause or phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 4: The City Council finds the adoption of this resolution is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

Section 5: This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting the resolution.

ADOPTED this 19th day of November, 2024.



Will O'Neill
Mayor

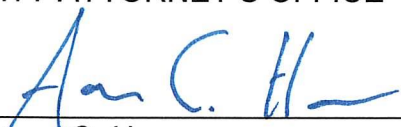
ATTEST:



Leilani I. Brown
City Clerk



APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE



Aaron C. Harp
City Attorney

Attachment: Exhibit A – Expenditure Report

STATE OF CALIFORNIA }
COUNTY OF ORANGE }
CITY OF NEWPORT BEACH }

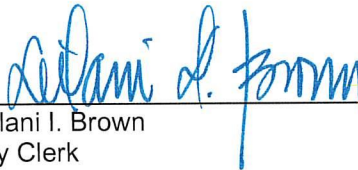
ss.

I, Leilani I. Brown, City Clerk of the City of Newport Beach, California, do hereby certify that the whole number of members of the City Council is seven; the foregoing resolution, being Resolution No. 2024-88 was duly introduced before and adopted by the City Council of said City at a regular meeting of said Council held on the 19th day of November, 2024; and the same was so passed and adopted by the following vote, to wit:

AYES: Mayor Will O'Neill, Mayor Pro Tem Joe Stapleton, Councilmember Brad Avery,
Councilmember Noah Blom, Councilmember Robyn Grant, Councilmember
Lauren Kleiman, Councilmember Erik Weigand

NAYS: None

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 20th day of November, 2024.



Leilani I. Brown
City Clerk
Newport Beach, California



City of Newport Beach



Orange County Transportation Authority

M2 Fact Sheet

City of Orange

Fiscal Year Ended June 30, 2024

Council Action 11/12/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$5,538,276	\$3,507,565
Interest	\$161,699	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	5,285,101	3,360,061	4,255,660	4,389,502	0
Local Fair Share Interest	0	154,352	154,352	0	0
Comprehensive Transportation Funding Program	-775,233	691,240	433,749	-517,742	0
Regional Traffic Signal Synchronization Program	0	1,789,957	1,133,680	656,277	0
Senior Mobility Program or SNEM	444,753	153,017	305,953	291,817	0
Senior Mobility Program or SNEM Interest	0	7,347	7,347	0	0
Community Based Transit/Circulators	0	0	58,403	-58,403	0
Safe Transit Stops	0	0	0	0	0
Water Quality Program (Project X)	288,740	500,000	696,046	92,694	0
Other	145,409	20,100	3,261	162,248	0
Grand Total	5,388,769	6,676,075	7,048,451	5,016,393	0

Last External Auditor Review: LFS: 2023 SMP: 2021

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ (775,233.37)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 5,285,100.94	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 444,752.81	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ 288,740.00	\$ -
	Other*	12	\$ 145,409.07	\$ -
Balances at Beginning of Fiscal Year		13	\$ 5,388,769.45	\$ -
	Monies Made Available During Fiscal Year	14	\$ 6,514,375.30	\$ 161,699
Total Monies Available (Sum Lines 13 & 14)		15	\$ 11,903,144.75	\$ 161,699
	Expenditures During Fiscal Year	16	\$ 6,886,751.62	\$ 161,699
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ (517,742.33)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ 656,277.12	\$ -
Q	Local Fair Share	20	\$ 4,389,502.32	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 291,816.98	\$ -
V	Community Based Transit/Circulators	25	\$ (58,402.91)	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ 92,693.72	\$ -
	Other*	28	\$ 162,248.23	\$ -

The Local Fair Share beginning fund balance is the sum of the FY 2022/23 ending balance and interest.

* Project 14040 Main/Chapman to Orangewood Traffic Improvement

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 691,240	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ 1,789,957	\$ -
Q Local Fair Share	4	\$ 3,360,061	\$ 154,352
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 153,017	\$ 7,347
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ 500,000	\$ -
Other*	12	\$ 20,100	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 6,514,375	\$ 161,699
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ 433,749	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 1,133,680	\$ -
Q Local Fair Share	17	\$ 4,255,660	\$ 154,352
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 305,953	\$ 7,347
V Community Based Transit/Circulators	22	\$ 58,403	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ 696,046	\$ -
Other*	25	\$ 3,261	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 6,886,752	\$ 161,699
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (372,376)	\$ -

* Project 14040 Main/Chapman to Orangewood Traffic Improvement

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 912,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 912,031
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ 327,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 327,630
Street Reconstruction	3	\$ 320,153	\$ -	\$ 106,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 426,271
Signals, Safety Devices, & Street Lights	4	\$ 195,753	\$ -	\$ -	\$ -	\$ 1,133,680	\$ -	\$ 178,507	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,507,940
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,660
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 572,403	\$ -	\$ 433,749	\$ -	\$ 1,133,680	\$ -	\$ 178,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,318,502
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 572,403	\$ -	\$ 433,749	\$ -	\$ 1,133,680	\$ -	\$ 178,670	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,318,502
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ 1,290,131	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,592,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,882,232
Street Lights & Traffic Signals	13	\$ 1,862,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,889,980
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 901,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 447,267	\$ 154,352	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,503,222
Total Maintenance ¹	16	\$ 4,053,841	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,067,240	\$ 154,352	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,275,434
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,750	\$ -	\$ 696,046	\$ -	\$ 364,355	\$ 7,347	\$ 3,261	\$ 1,080,760
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 5,538,276	\$ -	\$ 433,749	\$ -	\$ 1,133,680	\$ -	\$ 4,255,660	\$ 154,352	\$ 696,046	\$ -	\$ 364,355	\$ 7,347	\$ 3,261	\$ 12,586,727
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be “counted” in local jurisdictions’ calculation of MOE if the activity is supported (funded) by a local jurisdictions’ discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its “Guidelines Relating to Gas Tax Expenditures for Cities and Counties”. I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u> <i>tn</i> </u>													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

* Project 14040 Main/Chapman to Orangewood Traffic Improvement

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

☒ The City/County of Orange is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and

☒ The City/County of Orange has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Trang Nguyen

Director of Finance (Print Name)

11/4/2024

Date



Digitally signed by Trang Nguyen
DN: cn=Trang Nguyen, c=US, o=City of Orange, ou=Finance
Department, email=nguyenl@cityoforange.org
Date: 2024.11.04 14:48:55 -08'00'

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 11582

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF ORANGE CONCERNING THE FISCAL YEAR
ENDED JUNE 30, 2024, MEASURE M2 EXPENDITURE
REPORT FOR THE CITY OF ORANGE**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Orange, does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Orange.
- c) The City of Orange Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

[Remainder of page intentionally left blank; signatures on next page.]

ADOPTED this 12th day of November 2024.

Daniel R. Slater, Mayor, City of Orange

ATTEST:

Pamela Coleman, City Clerk, City of Orange

APPROVED AS TO FORM:

Mike Vigliotta, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF ORANGE)

I, PAMELA COLEMAN, City Clerk of the City of Orange, California, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Orange at a regular meeting thereof held on the 12th day of November 2024, by the following vote:

AYES: COUNCILMEMBERS: Barrios, Dumitru, Tavoularis, Gutierrez, Bilodeau, Gyllenhammer, and Slater

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None

Pamela Coleman, City Clerk, City of Orange



Orange County Transportation Authority

M2 Fact Sheet

City of Placentia

Fiscal Year Ended June 30, 2024

Council Action 12/3/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$3,659,584	\$879,347
Interest	\$12,964	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	404,280	1,137,644	618,482	923,442	0
Local Fair Share Interest	9,976	12,964	0	22,940	0
Senior Mobility Program or SNEM	267,817	78,366	140,762	205,421	0
Senior Mobility Program or SNEM Interest	3,568	0	0	3,568	0
Water Quality Program (Project X)	-158,376	0	0	-158,376	0
Other	0	0	479,716	-479,716	0
Grand Total	527,265	1,228,974	1,238,960	517,279	0

Last External Auditor Review: LFS: 2020 SMP: 2020

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 404,279.96	\$ 9,976
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 267,816.60	\$ 3,568
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ (158,375.81)	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 513,720.75	\$ 13,544
Monies Made Available During Fiscal Year		14	\$ 1,216,010.12	\$ 12,964
Total Monies Available (Sum Lines 13 & 14)		15	\$ 1,729,730.87	\$ 26,508
Expenditures During Fiscal Year		16	\$ 1,238,960.00	\$ -
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 923,441.84	\$ 22,940
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 205,420.84	\$ 3,568
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ (158,375.81)	\$ -
	Other*	28	\$ (479,716.00)	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,137,644	\$ 12,964
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 78,366	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,216,010	\$ 12,964
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 618,482	\$ -
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 140,762	\$ -
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*: Debt Service Payment	25	\$ 479,716	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 1,238,960	\$ -
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (22,950)	\$ 12,964

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2		\$ 274,533.96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 274,534
Street Reconstruction	3	\$ 3,194,829.93	\$ 440,578.93	\$ -	\$ -	\$ -	\$ -	\$ 600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,235,409
Signals, Safety Devices, & Street Lights	4		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ 119,266.79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,267
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 3,314,096.72	\$ 715,112.89	\$ -	\$ -	\$ -	\$ -	\$ 600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,629,210
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 3,314,096.72	\$ 715,112.89	\$ -	\$ -	\$ -	\$ -	\$ 600,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,629,210
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 345,487.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,482.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 363,969
Total Maintenance¹	16	\$ 345,487.38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,482.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 363,969
Other: Debt Service Payment	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,762.00	\$ -	\$ 479,716.00	\$ 620,478
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 3,659,584	\$ 715,113	\$ -	\$ -	\$ -	\$ -	\$ 618,482	\$ -	\$ -	\$ -	\$ 140,762	\$ -	\$ 479,716	\$ 5,613,657
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: <u>GL</u></p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Placentia is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Placentia has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Jennifer Lampman
Director of Finance (Print Name)

10/30/2024
Date

Signature



¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. R-2024-76

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACENTIA, CALIFORNIA, CONCERNING THE FISCAL YEAR 2023-24 MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY OF PLACENTIA

A. Recitals

(i). Local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

(ii). Local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

(iii). Local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

(iv). The M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

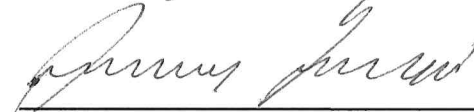
(v). The M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

B. Resolution

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLACENTIA
DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

1. The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
2. The M2 Expenditure Report is hereby adopted by the City of Placentia.
3. The City of Placentia Director of Finance is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

APPROVED and ADOPTED this 19th day of November 2024


Jeremy B. Yamaguchi, Mayor

ATTEST:


Robert S. McKinnell, City Clerk



STATE OF CALIFORNIA
COUNTY OF ORANGE

I, Robert S. McKinnell, City Clerk of the City of Placentia do hereby certify that the foregoing Resolution was adopted at a regular meeting of the City Council held on the 19th day of November 2024 by the following vote:

AYES: Councilmembers: Shader, Smith, Wanke, Kirwin, Yamaguchi
NOES: Councilmembers: None
ABSENT: Councilmembers: None
ABSTAIN: Councilmembers: None


Robert S. McKinnell, City Clerk

APPROVED AS TO FORM:


Christian L. Bettenhausen, City Attorney



Orange County Transportation Authority

M2 Fact Sheet

City of Rancho Santa Margarita
Fiscal Year Ended June 30, 2024

Council Action 11/13/2024
Signed Resolution Yes
Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$730,957	\$470,957
Interest	\$40,380	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	730,369	983,670	637,395	1,076,644	0
Local Fair Share Interest	0	39,096	39,096	0	0
Senior Mobility Program or SNEM	45,540	38,609	80,104	4,045	0
Senior Mobility Program or SNEM Interest	0	1,284	1,284	0	0
Grand Total	775,909	1,062,659	757,879	1,080,689	0

Last External Auditor Review: LFS: 2022 SMP: 2021

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 730,369	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 45,540	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 775,909	\$ -
	Monies Made Available During Fiscal Year	14	\$ 1,022,279	\$ 40,380
Total Monies Available (Sum Lines 13 & 14)		15	\$ 1,798,188	\$ 40,380
	Expenditures During Fiscal Year	16	\$ 717,499	\$ 40,380
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 1,076,644	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 4,045	\$ -
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 983,670	\$ 39,096
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 38,609	\$ 1,284
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,022,279	\$ 40,380
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 637,395	\$ 39,096
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 80,104	\$ 1,284
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 717,499	\$ 40,380
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ 304,780	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 312,394	\$ 39,096	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351,490
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305,590	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 565,590
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 470,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 490,368
Total Maintenance ¹	16	\$ 730,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 637,395	\$ 39,096	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,407,448
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,104	\$ 1,284	\$ -	\$ 81,388
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 730,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 637,395	\$ 39,096	\$ -	\$ -	\$ 80,104	\$ 1,284	\$ -	\$ 1,488,836
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

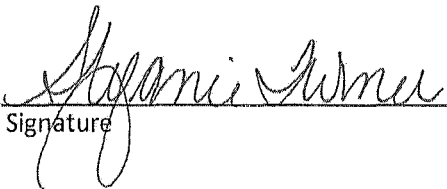
☒ The City of Rancho Santa Margarita is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and

☒ The City of Rancho Santa Margarita has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Stefanie Turner
Director of Finance (Print Name)

10/18/2024
Date


Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-11-13-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
RANCHO SANTA MARGARITA, CALIFORNIA, APPROVING
THE MEASURE M2 ("M2") EXPENDITURE REPORT FOR
FISCAL YEAR 2023/24 FOR THE CITY OF RANCHO SANTA
MARGARITA, CALIFORNIA

The City Council of the City of Rancho Santa Margarita, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and,

WHEREAS, local jurisdictions are required to adopt an annual Expenditure Report as part of one of the eligibility requirements; and,

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the Expenditure Report that satisfy the Maintenance of Effort requirements; and,

WHEREAS, the Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and,

WHEREAS, the Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RANCHO SANTA MARGARITA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The M2 Expenditure Report attached hereto as Exhibit 1 and incorporated herein by this reference, is in conformance with the M2 Expenditure Report Template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of the fiscal year.

SECTION 2. That the City Council of Rancho Santa Margarita hereby approves the City of Rancho Santa Margarita annual M2 Expenditure Report attached hereto as Exhibit 1 and incorporated herein by this reference, in conformance with the M2 requirements.

SECTION 3. The City of Rancho Santa Margarita Finance Director is hereby authorized to sign and directed to submit the annual M2 Expenditure Report for fiscal year 2023/24 within six months of the end of the fiscal year as required in order to maintain

eligibility for any Measure M2 funds and transmit eligibility documents to the Orange County Transportation Authority.

SECTION 4. That the City Clerk shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF NOVEMBER, 2024.



BRADLEY J. MCGIRR, MAYOR PRO TEMPORE

CERTIFICATE OF ATTESTATION AND ORIGINALITY


I, Amy Diaz, City Clerk of the City of Rancho Santa Margarita, California, hereby attest to and certify that the foregoing resolution is the original resolution adopted by the Rancho Santa Margarita City Council at its regular meeting held on the 13th day of November 2024, by the following vote:

AYES: Council Members Beall, Figueroa, Holloway and Mayor Pro Tempore McGirr (4)

NOES: None (0)

ABSENT: None (0)

ABSTAIN: Mayor Gamble (1)



AMY DIAZ, CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of San Clemente

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$6,587,163	\$1,473,941
Interest	\$26,519	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	861,038	1,352,738	1,569,823	643,953	0
Local Fair Share Interest	0	10,738	10,738	0	0
Senior Mobility Program or SNEM	307,610	104,868	40,547	371,931	0
Senior Mobility Program or SNEM Interest	-4,280	15,781	11,501	0	0
Community Based Transit/Circulators	-816,203	314,969	441,825	-943,059	0
Grand Total	348,166	1,799,094	2,074,434	72,826	0

Last External Auditor Review: LFS: 2024 SMP: 2019

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 861,038.00	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 307,610.00	\$ (4,280)
V	Community Based Transit/Circulators	9	\$ (816,203.00)	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 352,445.00	\$ (4,280)
Monies Made Available During Fiscal Year		14	\$ 1,772,575.00	\$ 26,519
Total Monies Available (Sum Lines 13 & 14)		15	\$ 2,125,020.00	\$ 22,239
Expenditures During Fiscal Year		16	\$ 2,052,195.00	\$ 22,239
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 643,953.00	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 371,931.00	\$ -
V	Community Based Transit/Circulators	25	\$ (943,059.00)	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses


Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,352,738	\$ 10,738
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 104,868	\$ 15,781
V Community Based Transit/Circulators	9	\$ 314,969	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,772,575	\$ 26,519
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 1,569,823	\$ 10,738
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 40,547	\$ 11,501
V Community Based Transit/Circulators	22	\$ 441,825	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 2,052,195	\$ 22,239
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (279,620)	\$ 4,280

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 1,141,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,718	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,161,915
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,549,105.00	\$ 10,738.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,059,843
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,549,105.00	\$ 10,738.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,059,843
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,549,105.00	\$ 10,738.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,059,843
Maintenance															
Patching	11	\$ 317,669.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 317,669
Overlay & Sealing	12	\$ 628,444.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 628,444
Street Lights & Traffic Signals	13	\$ 2,340,180.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,340,180
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Maintenance ¹	16	\$ 3,286,293.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,286,293
Other - Projects U and V	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 482,372.00	\$ 11,501.00	\$ -	\$ 493,873
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 4,927,490	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,569,823	\$ 10,738	\$ -	\$ -	\$ 482,372	\$ 11,501	\$ -	\$ 7,001,924
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time

² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

X All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

X The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

X The City of San Clemente is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

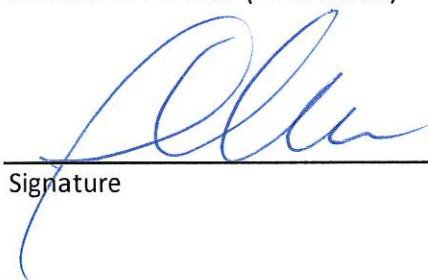
X The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and

X The City of San Clemente has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.



Director of Finance (Print Name)



Date

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-179

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SAN CLEMENTE, CALIFORNIA, TO
ADOPT THE FISCAL YEAR 2023-2024 MEASURE
M2 EXPENDITURE REPORT FOR THE CITY OF
SAN CLEMENTE.

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of San Clemente does hereby inform OCTA that:

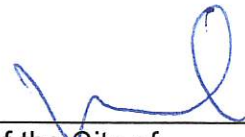
- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of San Clemente.
- c) The City of San Clemente Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED AND ADOPTED this 19th day of November 2024.

ATTEST:



City Clerk of the City of
San Clemente, California



Mayor of the City of
San Clemente, California

STATE OF CALIFORNIA)
COUNTY OF ORANGE) §
CITY OF SAN CLEMENTE)

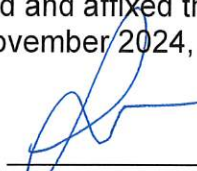
I, LAURA CAMPAGNOLO, City Clerk of the City of San Clemente, California, do hereby certify that Resolution No. 24-179 was adopted at a regular meeting of the City Council of the City of San Clemente held on the 19th day of November 2024, by the following vote:

AYES: DUNCAN, ENMEIER, KNOBLOCK, LOEFFLER, MAYOR CABRAL

NOES: NONE

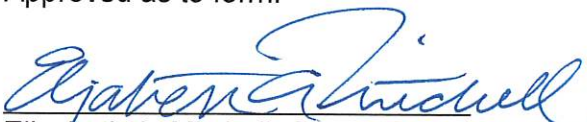
ABSENT: NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of San Clemente, California, this 27th day of November 2024,



CITY CLERK of the City of
San Clemente, California

Approved as to form:



Elizabeth A. Mitchell, City Attorney



Orange County Transportation Authority

M2 Fact Sheet

City of San Juan Capistrano

Fiscal Year Ended June 30, 2024

Council Action 12/17/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$6,506,320	\$546,941
Interest	\$65,627	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	1,094,014	907,513	1,718,225	283,302	0
Local Fair Share Interest	-7,657	59,786	52,129	0	0
High Frequency Metrolink Service	0	14,678	0	14,678	0
Senior Mobility Program or SNEM	105,183	66,912	92,885	79,210	0
Senior Mobility Program or SNEM Interest	0	5,841	5,841	0	0
Community Based Transit/Circulators	-323,014	226,150	247,452	-344,316	0
Community Based Transit/Circulators Interest	-2,173	0	0	-2,173	0
Grand Total	866,352	1,280,881	2,116,532	30,701	0

Last External Auditor Review: LFS: 2022 SMP: 2024

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,094,014	\$ (7,657)
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 105,183	\$ -
V Community Based Transit/Circulators	9	\$ (323,014)	\$ (2,173)
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ 876,183	\$ (9,830)
Monies Made Available During Fiscal Year	14	\$ 1,215,253.00	\$ 65,627
Total Monies Available (Sum Lines 13 & 14)	15	\$ 2,091,436	\$ 55,797
Expenditures During Fiscal Year	16	\$ 2,058,562.00	\$ 57,970
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 283,302	\$ -
R High Frequency Metrolink Service	21	\$ 14,678.00	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 79,210	\$ -
V Community Based Transit/Circulators	25	\$ (344,316)	\$ (2,173)
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 907,513	\$ 59,786
R High Frequency Metrolink Service	5	\$ 14,678	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 66,912	\$ 5,841
V Community Based Transit/Circulators	9	\$ 226,150	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,215,253	\$ 65,627
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 1,718,225	\$ 52,129
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 92,885	\$ 5,841
V Community Based Transit/Circulators	22	\$ 247,452	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 2,058,562	\$ 57,970
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (843,309)	\$ 7,657

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 1,207,507	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,207,507
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 3,847,679	\$ 1,788,947	\$ -	\$ -	\$ -	\$ -	\$ 1,718,225	\$ 52,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,406,980
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 3,847,679	\$ 1,788,947	\$ -	\$ -	\$ -	\$ -	\$ 1,718,225	\$ 52,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,406,980
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 3,847,679	\$ 1,788,947	\$ -	\$ -	\$ -	\$ -	\$ 1,718,225	\$ 52,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,406,980
Maintenance															
Patching	11	\$ 186,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186,278
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 634,060	\$ 700,211	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,334,271
Storm Damage	14	\$ 69,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,896
Other Street Purpose Maintenance	15	\$ 560,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560,900
Total Maintenance¹	16	\$ 1,451,134	\$ 700,211	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,151,345
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 340,337	\$ 5,841	\$ -	\$ 346,178
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 6,506,320	\$ 2,489,158	\$ -	\$ -	\$ -	\$ -	\$ 1,718,225	\$ 52,129	\$ -	\$ -	\$ 340,337	\$ 5,841	\$ -	\$ 11,112,010
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Local Fair Share Project List

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of San Juan Capistrano is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of San Juan Capistrano has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Ken Al-Imam
Director of Finance (Print Name)

12-23-24
Date


Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-12-17-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN CAPISTRANO, CALIFORNIA CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF SAN JUAN CAPISTRANO FOR THE FISCAL YEAR ENDED JUNE 30, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and,

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and,

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and,

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and,

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of San Juan Capistrano, does hereby inform OCTA that:

- a. The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b. The Measure M2 Expenditure Report, as provided in Exhibit A and attached hereto, is hereby adopted by the City Council of the City of San Juan Capistrano.
- c. The City of San Juan Capistrano Chief Financial Officer is hereby authorized and directed to sign and submit the Measure M2 Expenditure Report to OCTA for the fiscal year ending on June 30, 2024.

PASSED, APPROVED, AND ADOPTED this 17th day of December 2024.


TROY A. BOURNE MAYOR

ATTEST:


CHRISTY JAKL, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF SAN JUAN CAPISTRANO)

I, Christy Jakl, appointed City Clerk of the City of San Juan Capistrano, do hereby certify that the foregoing Resolution No. 24-12-17-02 was duly adopted by the City Council of the City of San Juan Capistrano at the Special meeting thereof, held the 17th day of December 2024, by the following vote:

AYES:	COUNCIL MEMBERS:	Hart, Taylor, Campbell and Mayor Bourne
NOES:	COUNCIL MEMBERS:	None
ABSENT:	COUNCIL MEMBERS:	Farias


CHRISTY JAKL, CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of Santa Ana

Fiscal Year Ended June 30, 2024

Council Action 12/17/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$15,950,492	\$10,324,712
Interest	\$28,666	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	14,568,372	6,173,856	6,046,698	14,695,530	0
Local Fair Share Interest	263,233	14,956	0	278,189	0
Comprehensive Transportation Funding Program	-32,567,031	1,294,965	1,968,263	-33,240,330	0
Comprehensive Transportation Funding Program Interest	223,582	3,137	0	226,719	0
Regional Traffic Signal Synchronization Program	-500,818	0	0	-500,818	0
Regional Traffic Signal Synchronization Program Interest	8,499	0	0	8,499	0
Transit Extensions to Metrolink	292,230	0	0	292,230	0
Senior Mobility Program or SNEM	643,150	279,164	291,275	631,040	0
Senior Mobility Program or SNEM Interest	12,090	9,015	0	21,105	0
Safe Transit Stops	-5,920	0	1,026,201	-1,032,121	0
Water Quality Program (Project X)	-154,911	643,219	0	488,308	0
Water Quality Program (Project X) Interest	1,693	1,558	0	3,251	0
Freeway Environmental Mitigation	-100,123	0	0	-100,123	0
Grand Total	-17,315,954	8,419,871	9,332,437	-18,228,521	0

Last External Auditor Review: LFS: 2023 SMP: 2022

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year			
A-M Freeway Projects	1	\$ (100,123)	\$ -
O Regional Capacity Program (RCP)	2	\$ (32,567,031)	\$ 223,582
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ (500,818)	\$ 8,499
Q Local Fair Share [^]	4	\$ 14,568,372	\$ 263,233
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ 292,230	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 643,150	\$ 12,090
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ (5,920)	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ (154,911)	\$ 1,693
Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year	13	\$ (17,825,051)	\$ 509,097
Monies Made Available During Fiscal Year	14	\$ 8,391,205	\$ 28,666
Total Monies Available (Sum Lines 13 & 14)	15	\$ (9,433,846)	\$ 537,763
Expenditures During Fiscal Year	16	\$ 9,332,437	\$ -
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ (100,123)	\$ -
O Regional Capacity Program (RCP)	18	\$ (33,240,330)	\$ 226,719
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (500,818)	\$ 8,499
Q Local Fair Share	20	\$ 14,695,530	\$ 278,189
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ 292,230	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 631,040	\$ 21,105
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ (1,032,121)	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ 488,308	\$ 3,251
Other*	28	\$ -	\$ -

* Please provide a specific description


[^]Including additional \$89,585 to adjusted Local Fair Share balance per FY17-18 Agreed-Upon Procedures Review.

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 1,294,965	\$ 3,137
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 6,173,856	\$ 14,956
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 279,164	\$ 9,015
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ 643,219	\$ 1,558
Other*	12	\$ -	
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 8,391,205	\$ 28,666
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ 1,968,263	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 6,046,698	\$ -
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 291,275	\$ -
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ 1,026,201	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 9,332,437	\$ -
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (941,233)	\$ 28,666

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other ³	TOTAL
Indirect and/or Overhead	1	-	-	-	-	-	-	-	-	-	-	32,104	-	-	32,104
Construction & Right-of-Way															
New Street Construction	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Street Reconstruction	3	2,258,266	-	729,905	-	-	-	1,081,332	-	-	-	-	-	-	4,069,503
Signals, Safety Devices, & Street Lights	4	-	-	-	-	-	-	164,596	-	-	-	-	-	-	164,596
Pedestrian Ways & Bikepaths	5	-	-	-	-	-	-	755,422	-	-	-	-	-	-	755,422
Storm Drains	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Storm Damage	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Construction¹	8	2,258,266	-	729,905	-	-	-	2,001,351	-	-	-	-	-	-	4,989,521
Right of Way Acquisition	9	-	-	1,238,359	-	-	-	204,985	-	-	-	-	-	-	1,443,343
Total Construction & Right-of-Way	10	2,258,266	-	1,968,263	-	-	-	2,206,335	-	-	-	-	-	-	6,432,865
Maintenance															
Patching	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlay & Sealing	12	-	-	-	-	-	-	3,563,691	-	-	-	-	-	-	3,563,691
Street Lights & Traffic Signals	13	6,435,700	-	-	-	-	-	20,758	-	-	-	-	-	-	6,456,457
Storm Damage	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Street Purpose Maintenance	15	7,256,527	-	-	-	-	-	-	-	-	-	259,171	-	-	7,515,698
Total Maintenance¹	16	13,692,226	-	-	-	-	-	3,584,449	-	-	-	259,171	-	-	17,535,846
Other⁴	17	-	-	-	-	-	-	255,914	-	-	-	1,026,201	-	-	1,282,115
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	15,950,492	-	1,968,263	-	-	-	6,046,698	-	-	-	1,317,476	-	-	25,282,929
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: </p>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W³ Transportation related only⁴ Please provide a specific description⁵ SR-55 Widening Project**Legend**

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Local Fair Share Project List

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

☒ The City/~~County~~ of Santa Ana is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

☒ The City/~~County~~'s Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and


☒ The City/~~County~~ of Santa Ana has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar

Kathryn Downs

Director of Finance (Print Name)

12/02/2024

Date


Kathryn Downs (Dec 2, 2024 18:19 PST)

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SANTA ANA CONCERNING THE MEASURE M2
EXPENDITURE REPORT FOR THE CITY OF SANTA ANA

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA ANA AS
FOLLOWS:

Section 1. The City Council of the City of Santa Ana hereby finds, determines
and declares as follows:

- A. Local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds.
- B. Local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements.
- C. Local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements.
- D. The M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project.
- E. The M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

Section 2. The City Council of the City of Santa Ana hereby finds that the FY 2023/24 Measure M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.

Section 3. The M2 Expenditure Report is hereby adopted by the City of Santa Ana.

Section 4. The City of Santa Ana Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

Section 5. This Resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall attest to and certify the vote adopting this Resolution.

ADOPTED this 17th day of December, 2024.


Valerie Amezcua
Mayor

APPROVED AS TO FORM:
Sonia R. Carvalho, City Attorney

By: Laura A. Rossini

for Jonathan T. Martinez
Assistant City Attorney

AYES: Councilmembers Amezcua, Bacerra, Hernandez, Lopez,
Penaloza, Phan, (6)

NOES: Councilmembers None (0)

ABSTAIN: Councilmembers None (0)

ABSENT: Councilmembers Vazquez (1)

CERTIFICATE OF ATTESTATION AND ORIGINALITY

I, JENNIFER L. HALL, City Clerk, do hereby attest to and certify the attached Resolution No. 2024-077 to be the original resolution adopted by the City Council of the City of Santa Ana on December 17, 2024.

Date: 12/19/2024


Jennifer L. Hall
City Clerk
City of Santa Ana



Orange County Transportation Authority

M2 Fact Sheet

City of Seal Beach

Fiscal Year Ended June 30, 2024

Council Action 12/9/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,709,456	\$733,847
Interest	\$33,207	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	1,766,873	558,612	927,848	1,397,637	0
Local Fair Share Interest	0	33,207	33,207	0	0
Comprehensive Transportation Funding Program	-398,148	0	0	-398,148	0
Regional Traffic Signal Synchronization Program	11,388	0	32,923	-21,535	0
Senior Mobility Program or SNEM	-250,249	97,192	156,112	-309,169	0
Water Quality Program (Project X)	-449,082	0	0	-449,082	0
Other	-1,298,290	0	2,364,244	-3,662,534	0
Grand Total	-617,508	689,011	3,514,334	-3,442,831	0

Last External Auditor Review: LFS: 2024 SMP: 2021

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ (398,148.00)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ 11,388.00	\$ -
Q	Local Fair Share	4	\$ 1,766,872.90	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ (250,249.15)	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ (449,081.72)	\$ -
	Other*	12	\$ (1,298,290.12)	\$ -
Balances at Beginning of Fiscal Year		13	\$ (617,508.09)	\$ -
	Monies Made Available During Fiscal Year	14	\$ 655,804.00	\$ 33,207
Total Monies Available (Sum Lines 13 & 14)		15	\$ 38,295.91	\$ 33,207
	Expenditures During Fiscal Year	16	\$ 3,481,126.67	\$ 33,207
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ (398,148.00)	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ (21,535.36)	\$ -
Q	Local Fair Share	20	\$ 1,397,637.25	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ (309,168.77)	\$ -
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ (449,081.72)	\$ -
	Other*	28	\$ (3,662,534.16)	\$ -

* Please provide a specific description

Other* Citywide Safety Action Plan line 4 is a FHWA SS4A Grant

Other* Pedestrian Ways and Bikepaths line 5 is an ATP Grant

Other *Overlay & Sealing line 12 is a SB1 Funding

Other *Arterial Resurfacing line 12 is a SB1 Funding

Other *Pavement Rehabilitation line 12 is a SB1 Funding

Other *Arterial Resurfacing line 12 is a SB1 Funding and special project

Other *Street Lights & Traffic Signals line 13 is a special assessment for street lighting

Other * Senior Mobility line 17

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 558,612	\$ 33,207
R High Frequency Metrolink Service	5		
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 97,192	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 655,804	\$ 33,207
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ 32,923	\$ -
Q Local Fair Share	17	\$ 927,848	\$ 33,207
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 156,112	\$ -
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ 2,364,244	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 3,481,127	\$ 33,207
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (2,825,323)	\$ -

* Please provide a specific description

Other* Citywide Safety Action Plan line 4 is a FHWA SS4A Grant

Other* Pedestrian Ways and Bikepaths line 5 is an ATP Grant

Other *Overlay & Sealing line 12 is a SB1 Funding

Other *Arterial Resurfacing line 12 is a SB1 Funding


Other *Pavement Rehabilitation line 12 is a SB1 Funding

Other *Arterial Resurfacing line 12 is a SB1 Funding and special project

Other *Street Lights & Traffic Signals line 13 is a special assessment for street lighting

Other * Senior Mobility line 17

M2 Expenditure Report
Fiscal Year Ended June 30, 2023
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees*	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 789,457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 789,457
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Signals, Safety Devices, & Street Lights	4	\$ 217.26	\$ -	\$ -	\$ -	\$ 32,923.36	\$ -	\$ 193,806.03	\$ 6,936.18	\$ -	\$ -	\$ -	\$ -	\$ 95,975.20	\$ 329,858
Pedestrian Ways & Bikepaths	5	\$ 142,624.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 491,974.68	\$ 17,607.42	\$ -	\$ -	\$ -	\$ -	\$ 637,000.00	\$ 1,289,206
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction¹	8	\$ 142,841.26	\$ -	\$ -	\$ -	\$ 32,923.36	\$ -	\$ 685,780.71	\$ 24,543.60	\$ -	\$ -	\$ -	\$ -	\$ 732,975.20	\$ 1,619,064
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 142,841.26	\$ -	\$ -	\$ -	\$ 32,923.36	\$ -	\$ 685,780.71	\$ 24,543.60	\$ -	\$ -	\$ -	\$ -	\$ 732,975.20	\$ 1,619,064
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 242,066.94	\$ 8,663.40	\$ -	\$ -	\$ -	\$ -	\$ 1,396,907.47	\$ 1,647,638
Street Lights & Traffic Signals	13	\$ 111,793.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 234,361.37	\$ 346,154
Storm Damage	14	\$ 17,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,600
Other Street Purpose Maintenance	15	\$ 647,764.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 647,765
Total Maintenance¹	16	\$ 777,158.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 242,066.94	\$ 8,663.40	\$ -	\$ -	\$ -	\$ -	\$ 1,631,268.84	\$ 2,659,157
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 156,111.62		\$ -	\$ 156,112
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,709,456	\$ -	\$ -	\$ -	\$ 32,923	\$ -	\$ 927,848	\$ 33,207	\$ -	\$ -	\$ 156,112	\$ -	\$ 2,364,244	\$ 5,223,790
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: </p>													

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

X All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;

X The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;

X The City of Seal Beach is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;

X The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and

X The City of Seal Beach has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Barbara Arenado
Director of Finance (Print Name)

11/25/2024
Date


Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION 7585

A RESOLUTION OF THE SEAL BEACH CITY COUNCIL APPROVING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF SEAL BEACH FOR FY 2023-2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and,

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of the eligibility requirements; and,

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and,

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and,

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, THE SEAL BEACH CITY COUNCIL DOES HEREBY RESOLVE:

- Section 1. The Measure M2 Expenditure Report for Fiscal Year 2023-2024, incorporated herein by this reference, is in conformance with the M2 Expenditure Report Template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.
- Section 2. The M2 Expenditure Report is hereby adopted for the City of Seal Beach.
- Section 3. The City of Seal Beach Director of Finance/City Treasurer is hereby authorized to sign and submit the M2 Expenditure Report for Fiscal Year ending June 30, 2024 to the Orange County Transportation Authority no later than December 31, 2024.

PASSED, APPROVED AND ADOPTED by the Seal Beach City Council at a regular meeting held on the 9th day of December 2024 by the following vote:

AYES: Council Members Kalmick, Moore, Steele, Landau, Sustarsic

NOES: Council Members _____

ABSENT: Council Members _____

ABSTAIN: Council Members _____

Schelly Sustarsic

Schelly Sustarsic, Mayor

ATTEST:

Gloria D. Harper

Gloria D. Harper, City Clerk



STATE OF CALIFORNIA }
COUNTY OF ORANGE }
CITY OF SEAL BEACH }

I, Gloria D. Harper, City Clerk of the City of Seal Beach, do hereby certify that the foregoing resolution is the original copy of Resolution 7585 on file in the office of the City Clerk, passed, approved, and adopted by the City Council at a regular meeting held on the 9th day of December 2024.

Gloria D. Harper

Gloria D. Harper, City Clerk



Orange County Transportation Authority

M2 Fact Sheet

City of Stanton

Fiscal Year Ended June 30, 2024

Council Action 10/22/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$335,000	\$326,462
Interest	\$53,380	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	1,043,222	708,167	868,761	882,628	0
Local Fair Share Interest	0	49,191	49,191	0	0
Senior Mobility Program or SNEM	76,133	46,694	8,632	114,195	0
Senior Mobility Program or SNEM Interest	0	4,189	2,089	2,100	0
Water Quality Program (Project X)	0	0	34,272	-34,272	0
Grand Total	1,119,355	808,242	962,945	964,652	0

Last External Auditor Review: LFS: 2023 SMP: 2020

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 1,043,222	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 76,133	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 1,119,355	\$ -
	Monies Made Available During Fiscal Year	14	\$ 754,861	\$ 53,380
Total Monies Available (Sum Lines 13 & 14)		15	\$ 1,874,216	\$ 53,380
	Expenditures During Fiscal Year	16	\$ 911,665	\$ 51,280
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 882,628	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 114,195	\$ 2,100
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality) ¹	27	\$ (34,272)	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

¹ The City submitted a reimbursement request to OCTA in May 2024. Payment was not received as of June 30, 2024.

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 708,167	\$ 49,191
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 46,694	\$ 4,189
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 754,861	\$ 53,380
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 868,761	\$ 49,191
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 8,632	\$ 2,089
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ 34,272	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 911,665	\$ 51,280
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (156,804)	\$ 2,100

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q ³	Q Interest ³	X ⁴	X Interest	Other M2 ²	Other M2 Interest ²	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785	\$ 196	\$ -	\$ 981
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 868,761	\$ 49,191	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 917,952
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,272	\$ -	\$ -	\$ -	\$ -	\$ 34,272
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 868,761	\$ 49,191	\$ 34,272	\$ -	\$ -	\$ -	\$ -	\$ 952,224
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 868,761	\$ 49,191	\$ 34,272	\$ -	\$ -	\$ -	\$ -	\$ 952,224
Maintenance															
Patching	11	\$ 21,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,073
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 15,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,995
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 297,932	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,932
Total Maintenance ¹	16	\$ 335,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 335,000
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,847	\$ 1,893	\$ -	\$ 9,740
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 335,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 868,761	\$ 49,191	\$ 34,272	\$ -	\$ 8,632	\$ 2,089	\$ -	\$ 1,297,945
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u> MB </u>													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W (For Fiscal Year 2023/24, Other M2 expenditures are solely for the City's Senior Mobility Transportation Program..
⁺ Transportation related only
^{*} Please provide a specific description
³ Fiscal Year 2022/23 Citywide Street Rehabilitation Project (2023-101) and Cerritos Avenue Resurfacing Project (2024-102)
⁴ Fiscal Year 2022/23 Catch Basin Installation Project (2023-103)

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Stanton is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Stanton has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Michelle Bannigan

Director of Finance (Print Name)

10/15/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-35

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF STANTON FOR THE FISCAL YEAR ENDED JUNE 30, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 Funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF STANTON DOES HEREBY INFORM OCTA THAT:

SECTION 1: The M2 Expenditure Report for the fiscal year ended June 30, 2024 ("Exhibit A"), is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.

SECTION 2: The M2 Expenditure Report for the fiscal year ended June 30, 2024, is hereby adopted by the City of Stanton.

SECTION 3: The City of Stanton Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ended June 30, 2024.

SECTION 4: The City Clerk shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 22nd day of October 2024.



CAROL WARREN, MAYOR PRO TEM

APPROVED AS TO FORM:



HONGDAO NGUYEN, CITY ATTORNEY

ATTEST:

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2024-35 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on October 22, 2024, and that the same was adopted, signed, and approved by the following vote to wit:

AYES: Taylor, Torres, Van, Warren

NOES: None

ABSENT: Shawver

ABSTAIN: None



PATRICIA A. VAZQUEZ, CITY CLERK



Orange County Transportation Authority

M2 Fact Sheet

City of Tustin

Fiscal Year Ended June 30, 2024

Council Action 12/3/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$4,962,980	\$1,938,025
Interest	\$141,786	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,148,263	2,192,624	2,358,484	2,982,402	0
Local Fair Share Interest	0	136,709	136,709	0	0
Senior Mobility Program or SNEM	2,959	81,430	81,430	2,959	0
Senior Mobility Program or SNEM Interest	0	5,077	2,959	2,118	0
Grand Total	3,151,222	2,415,840	2,579,583	2,987,479	0

Last External Auditor Review: LFS: 2020 SMP: 2019

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	0	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	0	\$ -
Q	Local Fair Share	4	3,148,263	\$ -
R	High Frequency Metrolink Service	5	0	\$ -
S	Transit Extensions to Metrolink	6	0	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	0	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	2,959	\$ -
V	Community Based Transit/Circulators	9	0	\$ -
W	Safe Transit Stops	10	0	\$ -
X	Environmental Cleanup Program (Water Quality)	11	0	\$ -
	Other*	12	0	\$ -
Balances at Beginning of Fiscal Year		13	3,151,222	\$ -
	Monies Made Available During Fiscal Year	14	2,274,054	\$ 141,786
Total Monies Available (Sum Lines 13 & 14)		15	5,425,276	\$ 141,786
	Expenditures During Fiscal Year	16	2,439,915	\$ 139,668
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	0	\$ -
O	Regional Capacity Program (RCP)	18	0	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	0	\$ -
Q	Local Fair Share	20	2,982,402	\$ 0
R	High Frequency Metrolink Service	21	0	\$ -
S	Transit Extensions to Metrolink	22	0	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	0	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	2,959	\$ 2,118
V	Community Based Transit/Circulators	25	0	\$ -
W	Safe Transit Stops	26	0	\$ -
X	Environmental Cleanup Program (Water Quality)	27	0	\$ -
	Other*	28	0	\$ -

* Please provide a specific description

Adjusted for rounding differences

City of Tustin

M2 Expenditure Report

Fiscal Year Ended June 30, 2024


Sources and Uses

Schedule 2

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 2,192,624	\$ 136,709
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 81,430	\$ 5,077
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 2,274,054	\$ 141,786
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 2,358,485	\$ 136,709
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 81,430	\$ 2,959
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 2,439,915	\$ 139,668
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ (165,861)	\$ 2,118

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees*	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	2,241,448	2,446												\$ 2,243,894
Street Reconstruction	3	101,638						2,272,889	131,607						\$ 2,506,134
Signals, Safety Devices, & Street Lights	4														\$ -
Pedestrian Ways & Bikepaths	5	12,474	2,414,663												\$ 2,427,137
Storm Drains	6														\$ -
Storm Damage	7	0	0												\$ -
Total Construction¹	8	2,355,560	2,417,109	0	0	0	0	2,272,889	131,607	0	0	0	0	\$ -	\$ 7,177,165
Right of Way Acquisition	9														\$ -
Total Construction & Right-of-Way	10	2,355,560	2,417,109	0	0	0	0	2,272,889	131,607	0	0	0	0	\$ -	\$ 7,177,165
Maintenance															
Patching	11														\$ -
Overlay & Sealing	12							56,625	3,375						\$ 60,000
Street Lights & Traffic Signals	13	92,250						28,971	1,727						\$ 122,948
Storm Damage	14														\$ -
Other Street Purpose Maintenance	15	2,515,170													\$ 2,515,170
Total Maintenance¹	16	2,607,420	0	0	0	0	0	85,596	5,102	0	0	0	0	\$ -	\$ 2,698,118
Other	17							0	0			81,430	2,959	\$ -	\$ 84,389
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 4,962,980	\$ 2,417,109	\$ -	\$ -	\$ -	\$ -	\$ 2,358,485	\$ 136,709	\$ -	\$ -	\$ 81,430	\$ 2,959	\$ -	\$ 9,959,672
Finance Director Confirmation	19	<p>Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures.</p> <p>Finance Director initial: </p>													

¹ Includes direct charges for staff time

² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Tustin is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Tustin has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

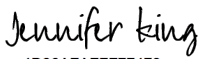
Jennifer King

Director of Finance (Print Name)

11/22/24

Date

Signed by:


4D86AFAFF77473...

Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 24-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUSTIN, CALIFORNIA,
CONCERNING THE MEASURE M2 (M2) EXPENDITURE REPORT FOR THE CITY
OF TUSTIN, CALIFORNIA

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

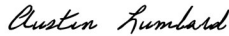
WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned, and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUSTIN DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of the fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Tustin, California.
- c) The City of Tustin Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED, AND ADOPTED at a regular meeting of the City Council held on the 3rd day of December 2024.

Signed by:


AUSTIN LUMBARD,
Mayor

ATTEST:

Signed by:


ERICA N. YASUDA
City Clerk

DS



APPROVED AS TO FORM:

DocuSigned by:


DAVID E. KENDIG
City Attorney
/MSD/

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF TUSTIN)

I, Erica N. Yasuda, City Clerk and ex-officio Clerk of the City Council of the City of Tustin, California, do hereby certify that the whole number of the members of the City Council of the City of Tustin is five; that the above and foregoing Resolution No. 24-83 was duly passed and adopted at a regular meeting of the Tustin City Council, held on the 3rd day of December 2024, by the following vote:

COUNCILMEMBER AYES:	<u>Lumbard, Gallagher, Clark, Gomez, Schnell</u>	(5)
COUNCILMEMBER NOES:		(0)
COUNCILMEMBER ABSTAINED:		(0)
COUNCILMEMBER ABSENT:		(0)
COUNCILMEMBER RECUSED:		(0)

Signed by:


ERICA N. YASUDA,
City Clerk

DS





Orange County Transportation Authority

M2 Fact Sheet

City of Villa Park

Fiscal Year Ended June 30, 2024

Council Action 12/17/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$1,042,589	\$406,086
Interest	\$7,782	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	186,312	124,567	160,148	150,731	0
Local Fair Share Interest	0	6,061	6,061	0	0
Senior Mobility Program or SNEM	46,401	16,006	25,574	36,833	0
Senior Mobility Program or SNEM Interest	0	1,721	1,721	0	0
Grand Total	232,713	148,355	193,504	187,564	0

Last External Auditor Review: LFS: 2022 SMP: n/a

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 186,312.00	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 46,401.00	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 232,713.00	\$ -
	Monies Made Available During Fiscal Year	14	\$ 140,573.00	\$ 7,782
Total Monies Available (Sum Lines 13 & 14)		15	\$ 373,286.00	\$ 7,782
	Expenditures During Fiscal Year	16	\$ 185,722.00	\$ 7,782
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 150,731.00	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 36,833.00	\$ -
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 124,567	\$ 6,061
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 16,006	\$ 1,721
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 140,573	\$ 7,782
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 160,148	\$ 6,061
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 25,574	\$ 1,721
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 185,722	\$ 7,782
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (45,149)	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 539,980.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,148.00	\$ 6,061.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 706,189
Signals, Safety Devices, & Street Lights	4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 539,980.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,148.00	\$ 6,061.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 706,189
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 539,980.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,148.00	\$ 6,061.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 706,189
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ 53,893.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,893
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 448,716.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 448,716
Total Maintenance ¹	16	\$ 502,609.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 502,609
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,574.00	\$ 1,721.00	\$ -	\$ 27,295
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 1,042,589	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,148	\$ 6,061	\$ -	\$ -	\$ 25,574	\$ 1,721	\$ -	\$ 1,236,093
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Note:
Under Other M2 columns, the reported amounts were expenditures for Measure M2 Senior Mobility Program.

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

RESOLUTION NO. 2024-3615

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
VILLA PARK CONCERNING THE MEASURE M2 (M2)
EXPENDITURE REPORT FOR THE CITY OF VILLA PARK.**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VILLA PARK THAT THE CITY OF VILLA PARK, does hereby inform OCTA that:

SECTION 1: The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.


SECTION 2: The M2 Expenditure Report is hereby adopted by the City of Villa Park.

SECTION 3: The City of Villa Park Finance Director is hereby authorized to sign and submit the Measure M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED AND ADOPTED by the City Council of the City of Villa Park at an adjourned regular meeting held on the 17th day of December 2024.


Mayor
City of Villa Park

ATTEST:



Steve Franks, City Clerk
City of Villa Park

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS
CITY OF VILLA PARK }

I, **Steve Franks**, City Clerk of the City of Villa Park **DO HEREBY CERTIFY** that the foregoing Resolution was adopted at an adjourned regular meeting of the City Council of the City of Villa Park held on the 17th day of December 2024, and was carried by the following roll call vote, to wit:

AYES: COUNCILMEMBERS: *Wu, McBride, Fradette, Miles, Jones*

NOES: COUNCILMEMBERS: *none*

ABSENT: COUNCILMEMBERS: *none*

ABSTAIN: COUNCILMEMBERS: *none*



Steve Franks, City Clerk
City of Villa Park

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Villa Park is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Villa Park has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Lee Siow

Director of Finance (Print Name)

12/17/2024

Date



Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.



Orange County Transportation Authority

M2 Fact Sheet

City of Westminster

Fiscal Year Ended June 30, 2024

Council Action 12/9/2024

Signed Resolution Yes

Revised Final Report? No

	Actual	Benchmark
MOE Expenditures	\$2,440,055	\$1,896,546
Interest	\$87,229	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	2,888,540	1,944,469	1,190,459	3,642,551	0
Local Fair Share Interest	0	81,395	81,395	0	0
Senior Mobility Program or SNEM	207,606	152,355	73,251	286,709	0
Senior Mobility Program or SNEM Interest	0	5,834	5,834	0	0
Safe Transit Stops	-93,175	93,175	0	0	0
Grand Total	3,002,972	2,277,227	1,350,939	3,929,260	0

Last External Auditor Review: LFS: 2024 SMP: 2021

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 2,888,540.47	\$ -
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 207,606.03	\$ -
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ (93,175.00)	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 3,002,971.50	\$ -
	Monies Made Available During Fiscal Year	14	\$ 2,189,998.17	\$ 87,229
Total Monies Available (Sum Lines 13 & 14)		15	\$ 5,192,969.67	\$ 87,229
	Expenditures During Fiscal Year	16	\$ 1,263,709.98	\$ 87,229
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ 3,642,550.53	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 286,709.16	\$ -
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report


Fiscal Year Ended June 30, 2024

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 1,944,469	\$ 81,395
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 152,355	\$ 5,834
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ 93,175	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 2,189,998	\$ 87,229
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 1,190,459	\$ 81,395
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 73,251	\$ 5,834
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
	Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 1,263,710	\$ 87,229
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ 926,288	\$ -

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	\$ 428,947	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 428,947
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ 49,651.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 572,629.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 622,281
Signals, Safety Devices, & Street Lights	4	\$ 215,693.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 215,693
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,415.87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,416
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 265,344.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 838,045.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,103,390
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 265,344.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 838,045.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,103,390
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Lights & Traffic Signals	13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Street Purpose Maintenance	15	\$ 1,745,763.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352,412.75	\$ 81,394.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,179,571
Total Maintenance ¹	16	\$ 1,745,763.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 352,412.75	\$ 81,394.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,179,571
Other	17		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,251.48	\$ 5,833.97	\$ -	\$ 79,085
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 2,440,055	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,190,459	\$ 81,395	\$ -	\$ -	\$ 73,251	\$ 5,834	\$ -	\$ 3,790,994
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be “counted” in local jurisdictions’ calculation of MOE if the activity is supported (funded) by a local jurisdictions’ discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its “Guidelines Relating to Gas Tax Expenditures for Cities and Counties”. I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: 													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of Westminster is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of _____ has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Erin Backs

Director of Finance (Print Name)

12-12-2024
Date

Erin Backs
Signature

¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

CITY OF WESTMINSTER
RESOLUTION NO. 5291

A RESOLUTION OF THE MAYOR AND CITY COUNCIL
OF THE CITY OF WESTMINSTER, CALIFORNIA,
CONCERNING THE MEASURE M2 (M2) EXPENDITURE
REPORT FOR THE CITY OF WESTMINSTER FOR THE
FISCAL YEAR ENDING JUNE 30, 2024

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED, that the City Council for the City of Westminster, does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Westminster.
- c) The City of Westminster Finance Director is hereby authorized to sign and submit the Measure M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

SECTION 1. The Mayor shall sign as to the passage, approval, and adoption of this Resolution.

SECTION 2. That the City Clerk shall certify the passage and adoption of this resolution and shall affix their signature and City Seal and that same shall be entered into the Book of Resolutions.

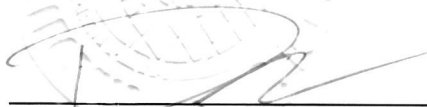
PASSED, APPROVED, and ADOPTED this 9th day of December 2024.

CITY OF WESTMINSTER


CHI CHARLIE NGUYEN
MAYOR

ATTEST:

For


ASHTON R. AROCHO, MMC
CITY CLERK

APPROVED AS TO FORM:


CHRISTIAN L. BETTENHAUSEN
CITY ATTORNEY

CITY OF WESTMINSTER
CITY CLERK'S OFFICE

CERTIFICATION
OF
RESOLUTION

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF WESTMINSTER)

I, ASHTON R. AROCHO, MMC, City Clerk of the City of Westminster, do hereby certify that the foregoing Resolution No. 5291 was duly passed and adopted by the City Council of the City of Westminster at a regular meeting held on the 9th day of December 2024, with the following vote:

AYES:	COUNCIL MEMBERS:	C. NGUYEN, HO, PHAN WEST, MANZO, N. NGUYEN
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

For

Ashton R. Arocho, MMC
City Clerk

PAGE INTENTIONALLY LEFT BLANK



Orange County Transportation Authority

M2 Fact Sheet

City of Yorba Linda

Fiscal Year Ended June 30, 2024

Council Action 11/19/2024

Signed Resolution Yes

Revised Final Report? No

	<u>Actual</u>	<u>Benchmark</u>
MOE Expenditures	\$5,680,787	\$2,836,929
Interest	\$177,554	

Project	Beginning Balance A	Revenues Claimed B	Expenditures C	Ending Balance D	Verify A+B-C-D
Local Fair Share	3,427,930	1,439,003	4,866,934	0	0
Local Fair Share Interest	49,383	176,469	225,853	0	0
Senior Mobility Program or SNEM	117,775	103,389	181,623	39,540	0
Senior Mobility Program or SNEM Interest	7,500	1,084	0	8,585	0
Grand Total	3,602,588	1,719,946	5,274,409	48,125	0

Last External Auditor Review: LFS: 2021 SMP: 2023

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Beginning and Ending Balances

Description		Line No.	Amount	Interest
Balances at Beginning of Fiscal Year				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 3,427,930.30	\$ 49,383.08
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 117,774.53	\$ 7,500.47
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ -	\$ -
Balances at Beginning of Fiscal Year		13	\$ 3,545,704.83	\$ 56,883.55
Monies Made Available During Fiscal Year		14	\$ 1,542,392.13	\$ 177,553.55
Total Monies Available (Sum Lines 13 & 14)		15	\$ 5,088,096.96	\$ 234,437.10
Expenditures During Fiscal Year		16	\$ 5,048,556.68	\$ 225,853
Balances at End of Fiscal Year				
A-M	Freeway Projects	17	\$ -	\$ -
O	Regional Capacity Program (RCP)	18	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q	Local Fair Share	20	\$ -	\$ -
R	High Frequency Metrolink Service	21	\$ -	\$ -
S	Transit Extensions to Metrolink	22	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 39,540.28	\$ 8,584.55
V	Community Based Transit/Circulators	25	\$ -	\$ -
W	Safe Transit Stops	26	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
	Other*	28	\$ -	\$ -

* Please provide a specific description

M2 Expenditure Report

Fiscal Year Ended June 30, 2024

Sources and Uses

Description	Line No.	Amount	Interest
Revenues:			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 1,439,003.36	\$ 176,469.47
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 103,388.77	\$ 1,084.08
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ -	\$ -
TOTAL REVENUES (Sum lines 1 to 12)	13	\$ 1,542,392.13	\$ 177,553.55
Expenditures:			
A-M Freeway Projects	14	\$ -	\$ -
O Regional Capacity Program (RCP)	15	\$ -	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q Local Fair Share	17	\$ 4,866,933.66	\$ 225,852.55
R High Frequency Metrolink Service	18	\$ -	\$ -
S Transit Extensions to Metrolink	19	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 181,623.02	\$ -
V Community Based Transit/Circulators	22	\$ -	\$ -
W Safe Transit Stops	23	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
Other*	25	\$ -	\$ -
TOTAL EXPENDITURES (Sum lines 14 to 25)	26	\$ 5,048,556.68	\$ 225,852.55
TOTAL BALANCE (Subtract line 26 from 13)	27	\$ (3,506,164.55)	\$ (48,299.00)

* Please provide a specific description

M2 Expenditure Report
Fiscal Year Ended June 30, 2024
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ⁺	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 ²	Other M2 Interest	Other*	TOTAL
Indirect and/or Overhead	1	123,275.29	-	-	-	-	-	-	-	-	-	-	-	-	123,275.29
Construction & Right-of-Way															
New Street Construction	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Street Reconstruction	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Signals, Safety Devices, & Street Lights	4	-	84,715.83	-	-	-	-	-	-	-	-	-	-	-	84,715.83
Pedestrian Ways & Bikepaths	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Storm Drains	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Storm Damage	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Construction ¹	8	-	84,715.83	-	-	-	-	-	-	-	-	-	-	-	84,715.83
Right of Way Acquisition	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Construction & Right-of-Way	10	-	84,715.83	-	-	-	-	-	-	-	-	-	-	-	84,715.83
Maintenance															
Patching	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Overlay & Sealing	12	5,219,309.14	-	-	-	-	-	3,751,103.87	225,852.55	-	-	-	-	-	9,196,265.56
Street Lights & Traffic Signals	13	338,202.76	-	-	-	-	-	239,920.65	-	-	-	-	-	-	578,123.41
Storm Damage	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Street Purpose Maintenance	15	-	76,914.34	-	-	-	-	875,909.14	-	-	-	-	-	-	952,823.48
Total Maintenance ¹	16	5,557,511.90	76,914.34	-	-	-	-	4,866,933.66	225,852.55	-	-	-	-	-	10,727,212.45
Other	17		-	-	-	-	-	-	-	-	-	181,623.02	-	-	181,623.02
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	5,680,787.19	161,630.17	-	-	-	-	4,866,933.66	225,852.55	-	-	181,623.02	-	-	11,116,826.59
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdictions' discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director initial: <u>SAL</u>													

¹ Includes direct charges for staff time
² Other M2 includes A-M, R,S,T,U,V, and W
+ Transportation related only
* Please provide a specific description

Legend	
Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2024

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City/County of Yorba Linda is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City/County's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City/County of Yorba Linda has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to or exceeding the FY 2023-24 MOE benchmark dollar amount¹¹.

Sunny Han

Director of Finance (Print Name)

11/13/2024

Date

Signature



¹¹ Jurisdictions are encouraged to submit MOE eligible expenditures higher than their MOE benchmark, so that should certain expenses be ruled ineligible during an MOE audit, the local jurisdiction still has sufficient MOE expenditures to demonstrate continued achievement of the MOE benchmark.

RESOLUTION NO. 2024-5921

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
YORBA LINDA, CALIFORNIA CONCERNING THE MEASURE
M2 (M2) EXPENDITURE REPORT FOR THE CITY OF YORBA
LINDA.**

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the Expenditure Report that satisfy the Maintenance of Effort requirements; and


WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

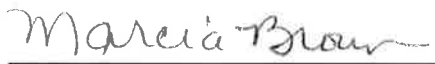
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Yorba Linda does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Yorba Linda.
- c) The City of Yorba Linda Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2024.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Yorba Linda, California on the 19th day of November 2024.


TARA CAMPBELL, MAYOR
CITY OF YORBA LINDA

ATTEST:


MARCIA BROWN, CITY CLERK
CITY OF YORBA LINDA

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.

AYES: COUNCIL MEMBERS: Campbell, Haney, Huang, Lim, Rodriguez
 NOES: COUNCIL MEMBERS: None
 ABSENT: COUNCIL MEMBERS: None

MARCIA BROWN, CITY CLERK
CITY OF YORBA LINDA