



# Orange County Transportation Authority

## Regional Transportation Planning Committee Agenda

### Monday, April 6, 2026 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

#### **Committee Members**

Stephanie Klopfenstein, Chair  
Mark Tetteimer, Vice Chair  
Katrina Foley  
William Go  
Patrick Harper  
Lauren Kleiman  
Kathy Tavoularis

#### **Accessibility**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

#### **Agenda Descriptions**

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 actions does not indicate what action 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](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

#### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

#### **In-Person Comment**

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

## AGENDA

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### Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. 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 Board. Public comments will be made available to the public upon request.

### Call to Order

### Pledge of Allegiance

Director Foley

### Closed Session

There are no Closed Session items scheduled.

### Special Calendar

There are no Special Calendar matters.

### Consent Calendar (Items 1 through 4)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

1. **Approval of Minutes**

Clerk of the Board

**Recommendation(s)**

Approve the Minutes of the March 2, 2026 Regional Transportation Planning Committee meeting.

**Attachments:**

[Minutes](#)

2. **Fiscal Year 2026-27 through Fiscal Year 2028-29 Measure M2 Maintenance of Effort Adjustment, Updates to the Eligibility, Countywide Pavement Management Plan and Local Signal Synchronization Plan Guidelines, and Approval of Measure M2 Local Fair Share Guidelines**

Stephanie Mooney/Rose Casey

**Overview**

The Orange County Transportation Authority's Measure M2 Ordinance No. 3 specifies requirements that local jurisdictions must satisfy to be eligible to receive Measure M2 net sales tax revenues. Guidelines for Measure M2 eligibility, pavement management plans, and local signal synchronization plans are used to assist local jurisdictions in meeting Measure M2 requirements. Proposed updates to the guidelines, including the maintenance of effort benchmark adjustment and guidance on allowable uses of Measure M2 Local Fair Share funding, are presented for Board of Directors' consideration and approval.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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### ***Recommendation(s)***

- A. Approve maintenance of effort benchmark for Fiscal Years 2026-27 through 2028-29 per Measure M2 Ordinance No. 3 requirements.
- B. Approve proposed revisions to the Measure M2 Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan guidelines.
- C. Approve proposed Measure M2 Local Fair Share Guidelines.

### ***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

[Attachment G](#)

### **3. Funding Updates for Capital Projects and Creation of a Policy to Guide Redistribution of Savings for Federal Funds**

Ben Ku/Rose Casey

#### ***Overview***

The Southern California Association of Governments approved the project selection list for the federal fiscal year 2026-27 and 2027-28 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program at their Regional Council on December 4, 2025. Orange County local agencies, the Orange County Transportation Authority, and the Southern California Regional Rail Authority were awarded \$215.569 million through this call for projects nominations. A policy for the use of additional funding and programming adjustments to some projects is presented for the Orange County Transportation Authority Board of Directors' review and approval.

### ***Recommendation(s)***

- A. Approve the programming of \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funding to seven regional projects.
- B. Approve the Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program Savings Policy.
- C. Authorize the reallocation of \$40.486 million in previously programmed SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from Construction Critical Rail Infrastructure: Rail Track and Structures to Stabilize Rail and Bus Operations: Metrolink Fare Revenue Loss Project.

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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- D. Authorize the use of \$27.866 million in Measure M2 funds for Construction Critical Rail Infrastructure: Rail Track and Structures to replace SB 125 Transit Program funds previously programmed to Construction Critical Rail Infrastructure: Rail Track and Structures for the rehabilitation budget in fiscal year 2024-25 and fiscal year 2025-26.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

**4. Cooperative Agreement with the City of San Clemente and Contract Change Order Related to the Rehabilitation of Existing Sewer Line in Area 3 for the Coastal Rail Stabilization Priority Project**

Jason Lee/James G. Beil

**Overview**

The Orange County Transportation Authority is underway with the design and construction of the catchment wall and the restoration of the coastal trail in the City of San Clemente as part of the Coastal Rail Stabilization Priority Project. Board of Directors' approval is requested to enter into a cooperative agreement with the City of San Clemente to facilitate the stabilization of an existing sewer pipe in Area 3 within the project limits. Staff is also seeking Board of Directors' approval for a contract change order to Agreement No. C-5-4003 with Condon-Johnson & Associates, Inc. to provide a sewer bypass to support the sewer lining work for the Coastal Rail Stabilization Priority Project.

**Recommendation(s)**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C255046, in the amount of \$690,911, with the City of San Clemente, to facilitate the stabilization of the sewer pipe.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-5-4033 with Condon-Johnson & Associates, Inc., in the amount of \$690,911, to provide sewer bypass for the Coastal Rail Stabilization Priority Project.

**Attachments:**

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

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[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

### Regular Calendar

**5. Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5**

Calina North/Maggie McJilton

***Overview***

On April 26, 2021, the Orange County Transportation Authority approved an agreement with Costin Public Outreach Group to provide public outreach services during the pre-construction and construction phases for the State Route 55 Improvement Project between Interstate 405 and Interstate 5 for an initial five-year term with an option term of up to 36 months. Board of Directors' approval is requested to extend the agreement effective June 1, 2026, through May 31, 2029.

***Recommendation(s)***

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group to exercise the 36-month option term, in the amount of \$440,000, to continue providing public outreach services effective June 1, 2026, and continuing through May 31, 2029. This will increase the maximum obligation of the agreement to a total contract value of \$2,124,990.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

**6. Service Authority for Freeways and Expressways Call Box Program**

Patrick Sampson/Kirk Avila

***Overview***

The Orange County Service Authority for Freeway and Expressways assists motorists whose vehicles have become disabled and mitigates traffic congestion through its Freeway Service Patrol, 511 Motorist Assistance and Traveler Information, and Freeway Call Box Program. With the broad adoption of cellular telephones and the availability of safer options, including 511 motorist assistance, call box usage has dropped to less than one service call per day. Given significant usage declines, increased maintenance costs, and the availability of safer options, staff recommends the Orange County Transportation Authority focus its efforts on 511 Motorist Assistance as the next generation assistance solution and discontinue the Call Box Program by the end of fiscal year 2026-27.

***Recommendation***

Authorize staff to focus efforts on 511 Motorist Assistance and to discontinue the Call Box

# REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

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Program by June 30, 2027.

**Attachments:**

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Presentation](#)

## Discussion Items

7. **Public Comments**
8. **Chief Executive Officer's Report**
9. **Committee Members' Reports**
10. **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, May 4, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California



### **Committee Members Present**

Stephanie Klopfenstein, Chair  
Mark Tettemer, Vice Chair  
Katrina Foley  
Patrick Harper  
Lauren Kleiman  
Kathy Tavoularis

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Sahara Meisenheimer, Clerk of the Board Specialist, Senior  
Gina Ramirez, Assistant Clerk of the Board  
Cassie Trapesonian, Assistant General Counsel  
OCTA Staff

### **Committee Members Absent**

William Go

### **Call to Order**

The March 2, 2026 Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

### **Consent Calendar (Items 1 through 3)**

A motion was made by Director Tavoularis, seconded by Director Tettemer, and declared passed by those present to approve the Consent Calendar (Items 1 through 3) as follows:

#### **1. Approval of Minutes**

Approve the minutes of February 2, 2026 Regional Transportation Planning meeting.

#### **2. Measure M2 Environmental Cleanup Program (Project X) – 2026 Tier 1 Grant Program Call for Projects**

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Grant Program.
- B. Authorize staff to issue the 2026 call for projects for the Environmental Cleanup Program Tier 1 Grant Program.

#### **3. Amendments to the Master Plan of Arterial Highways**

- A. Conditionally approve the following amendments to the Master Plan of Arterial Highways:
  - Delete Tonner Canyon Road between Brea Canyon Road and the future extension of Valencia Avenue; and
  - Delete Valencia Avenue between Carbon Canyon Road and the future extension of Tonner Canyon Road.



- B. Conditionally approve a 24-month extension of the City of Irvine amendment for Red Hill Avenue between MacArthur Boulevard and Main Street to allow additional time for the City of Irvine to complete the required General Plan updates.
- C. Direct the Executive Director of Planning to file a Notice of Exemption pursuant to the California Environmental Quality Act in support of the Master Plan of Arterial Highways amendments in the City of Brea.
- D. Receive and file a status report on the active Master Plan of Arterial Highways amendments.

## **Regular Calendar**

### **4. Long-Range Transportation Plan Update**

Kristin Tso, Section Manager of Planning and Analysis, and Marissa Espino, Section Manager of Public Outreach, provided a PowerPoint presentation.

A motion was made by Director Kleiman, seconded by Director Tetteimer, and passed by those present to direct staff to use the draft 2050 Preferred Plan framework for the preparation of the draft 2026 Long-Range Transportation Plan.

### **5. Agreement for the Harbor Boulevard Transit Signal Priority Deployment**

Alicia Yang, Senior Project Manager of Planning, presented a report on this item.

A motion was made by Director Foley, seconded by Director Tavoularis, and passed by those present, to:

- A. Approve the selection of Arcadis U.S., Inc. as the firm to deliver the Harbor Boulevard Transit Signal Priority Deployment.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250014 between the Orange County Transportation Authority and Arcadis U.S., Inc., in the amount of \$2,032,849, for a five-and-one-half-year term, to deliver the Harbor Boulevard Transit Signal Priority Deployment.



## **Discussion Items**

### **6. Public Comments**

There were no public comments received.

### **7. Chief Executive Officer's Report**

Darrell E. Johnson, Chief Executive Officer, reported that the Orange County Transportation Authority received the following awards:

- The American Council of Engineering Companies' Engineering Excellence Award of Merit
- The Orange County Business Council's Leadership in Public Service

### **8. Committee Members' Reports**

There were no Committee Members' reports.

### **9. Adjournment**

The meeting adjourned at 11:12 a.m.

The next regularly scheduled meeting of this Committee will be held:

**10:30 a.m. on Monday, April 6, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California.



**April 6, 2026**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Fiscal Year 2026-27 through Fiscal Year 2028-29 Measure M2 Maintenance of Effort Adjustment, Updates to the Eligibility, Countywide Pavement Management Plan and Local Signal Synchronization Plan Guidelines, and Approval of Measure M2 Local Fair Share Guidelines

### **Overview**

The Orange County Transportation Authority's Measure M2 Ordinance No. 3 specifies requirements that local jurisdictions must satisfy to be eligible to receive Measure M2 net sales tax revenues. Guidelines for Measure M2 eligibility, pavement management plans, and local signal synchronization plans are used to assist local jurisdictions in meeting Measure M2 requirements. Proposed updates to the guidelines, including the maintenance of effort benchmark adjustment and guidance on allowable uses of Measure M2 Local Fair Share funding, are presented for Board of Directors' consideration and approval.

### **Recommendations**

- A. Approve maintenance of effort benchmark for Fiscal Years 2026-27 through 2028-29 per Measure M2 Ordinance No. 3 requirements.
- B. Approve proposed revisions to the Measure M2 Eligibility, Countywide Pavement Management Plan, and Local Signal Synchronization Plan guidelines.
- C. Approve proposed Measure M2 Local Fair Share Guidelines.

### **Background**

The Orange County Transportation Authority's (OCTA) Measure M2 (M2) Ordinance No. 3 (M2 Ordinance) establishes eligibility requirements that local jurisdictions must meet in order to receive M2 net revenues. Among these requirements is the maintenance of effort (MOE) provision. Under the MOE

requirement, local jurisdictions must maintain a minimum level of spending on local streets and roads using discretionary or general fund revenue (GFR). The intent of the MOE requirement is to ensure that M2 net revenues do not supplant funding for streets and roads that jurisdictions were spending prior to Measure M. This requirement is tied to Public Utilities Code Section 180000 et seq., the State enabling legislation that authorizes local sales tax measures.

OCTA maintains and periodically updates guidance documents to support local jurisdictions in complying with M2 requirements. These include the M2 Eligibility Guidelines (Eligibility Guidelines), which include the MOE benchmark adjustment process, as well as the Countywide Pavement Management Plan (PMP) Guidelines and the Local Signal Synchronization Plan (LSSP) Guidelines.

In addition to administering the eligibility requirements, OCTA provides guidance on the use of M2 net revenues distributed through its programs. One such program is the M2 Local Fair Share (LFS) program, which provides formula-based allocations to eligible jurisdictions for use on allowable transportation planning and implementation activities. As with all M2-funded programs, the use of these funds is subject to provisions in the M2 Ordinance intended to ensure accountability and proper use of revenues. Unauthorized use of M2 net revenues could result in a jurisdiction being deemed ineligible to receive M2 funding for a period of up to five years. To further support the administration of these funds, staff has developed M2 LFS Guidelines to provide additional clarity on eligible and allowable uses.

Staff has completed a review of the guideline documents and is recommending approval of the revisions that are discussed below, as well as approval of the new M2 LFS Guidelines. These updates are intended to support local jurisdictions in meeting the M2 eligibility requirements in fiscal years (FY) 2026-27 through 2028-29 and include revisions to clarify and streamline M2 eligibility submittal and review processes.

### ***Discussion***

#### **MOE Benchmark Adjustment**

The MOE requirement ensures that M2 funds are used annually to supplement, not supplant, existing discretionary local revenues for transportation improvements and programs. To remain in compliance with this requirement,

each jurisdiction must maintain a minimum level of local streets and roads, expenditures, referred to as the MOE benchmark.

One of the proposed revisions to the Eligibility Guidelines pertains to the MOE benchmark adjustment. Every three years, OCTA is required to calculate and update the MOE benchmark based on the percentage growth in the California Department of Transportation (Caltrans) construction cost index (CCI) over the preceding three calendar years. However, if a local jurisdiction's GFR growth during that same period is lower than the CCI growth, the jurisdiction's GFR growth rate is used instead to adjust the existing MOE benchmark. If a jurisdiction experiences zero or negative GFR growth, the current MOE benchmark will remain unchanged.

To calculate the adjustment, OCTA requested excerpts from each local jurisdiction's FY 2024-25 annual comprehensive financial report (ACFR) and compared that to the ACFR excerpts that were provided for FY 2021-22 to determine the three-year growth. Final ACFRS were not yet available from five jurisdictions; therefore, draft ACFRs were provided and used to calculate estimated benchmarks. Adjustments may be necessary upon final adoption of each jurisdiction's ACFR and, if required, will be presented to the Board of Directors (Board) by July 2026.

Between calendar years 2022 and 2025, the Caltrans CCI increased by 49.57 percent, reflecting substantial growth in construction costs. During the same period, local jurisdictions' GFR increased by an average of 22.60 percent. Because benchmark adjustments are based on jurisdiction-specific GFR growth when lower than the CCI growth, the resulting adjustments vary by jurisdiction. In calculating these adjustments, staff evaluated potential exclusions, such as one-time and certain non-discretionary revenues, to ensure benchmarks reflect ongoing discretionary revenue trends. The MOE adjustments for each local jurisdiction are provided in Attachment A.

### Eligibility Guidelines

The Eligibility Guidelines assist local jurisdictions in preparing and submitting a compliant eligibility package in accordance with M2 requirements. The proposed revisions are primarily administrative in nature. These include minor updates to the eligibility checklist and due dates, general wording revisions, clarification of submittal requirements, and technical updates and clarifications throughout the document, including the appendices and reporting forms. A summary of the

recommended revisions to the Eligibility Guidelines is provided in Attachment B, and a redlined version of the proposed changes is included in Attachment C.

#### Countywide PMP Guidelines

The PMP Guidelines establish a consistent methodology for local jurisdictions to evaluate and report pavement conditions, monitor system performance, anticipate necessary improvements, and demonstrate compliance with M2 PMP requirements. Similar to the Eligibility Guidelines, the proposed revisions are administrative in nature and include updates to dates, deadlines, checklists, and webpage links. A summary of the proposed revisions to the Countywide PMP Guidelines is provided in Attachment B, and a redlined version of the proposed changes is included in Attachment D.

#### LSSP Guidelines

The LSSP Guidelines outline the procedures necessary for local jurisdictions to develop and maintain an LSSP in conformance with the criteria set forth in the M2 Ordinance. Jurisdictions are required to update their LSSPs on a triennial basis to remain eligible to receive M2 net revenues. The proposed revisions are administrative in nature and include updates to submittal and cycle dates, wording refinements, and clarification of submittal requirements. A summary of the proposed revisions to the LSSP Guidelines is provided in Attachment E, and a redlined version of the proposed changes is included in Attachment F.

#### LFS Guidelines

The LFS program provides formula-based funding to local jurisdictions to support costs related to ageing streets and other local transportation needs. Due to the flexibility of these funds, additional guidance is necessary to support consistent interpretation of eligible uses.

In response to an Internal Audit recommendation included in the April 28, 2025, Board staff report, the M2 LFS Guidelines were developed to clarify allowable uses of LFS funds for “other transportation purposes”. Some examples of eligible uses include transit planning, operations and maintenance and capital needs, as well as street drainage systems, trails used for transportation purposes, and maintenance of alleys if they are part of the public road system. The M2 LFS Guidelines are intended to complement the Eligibility Guidelines by improving consistency, clarity, and accountability in the administration of LFS funds. The

proposed M2 LFS Guidelines have been reviewed by legal counsel and are provided in Attachment G.

#### **Next Steps**

Following Board approval, OCTA will conduct a workshop with local jurisdictions on April 14, 2026, to present the approved guideline updates, including the newly adopted M2 LFS Guidelines, and to provide guidance on upcoming eligibility requirements and submittal processes. Staff will continue to coordinate with all local jurisdictions throughout the eligibility review cycle to facilitate the timely and complete submittal of required M2 eligibility components.

Staff will return to the Board to seek approval of M2 eligibility findings and recommendations through a two-phased process, with the first component (due in June 2026) being presented for Board consideration in February 2027, and the second component, M2 Expenditure Reports (due in December 2026), being presented in July 2027.

#### **Summary**

Revisions to the Eligibility Guidelines, including the MOE benchmark adjustment, Countywide PMP Guidelines, and LSSP Guidelines, along with approval of the new M2 LFS Guidelines, are recommended to support local jurisdictions in meeting M2 eligibility requirements and facilitate the initiation of the ongoing M2 eligibility review process. Upon Board approval, the first phase of the next M2 eligibility review cycle will commence.

***Attachments***

- A. MOE Benchmark by Local Jurisdiction
- B. Revisions to the Measure M2 Eligibility Guidelines and Countywide Pavement Management Plan Guidelines
- C. Measure M2 Eligibility Guidelines - Fiscal Years 2026/27 Through 2028/29, Redlined
- D. Countywide Pavement Management Plan Guidelines, April 2026, Redlined
- E. Revisions to the Local Signal Synchronization Plan Guidelines
- F. Guidelines for the Preparation of Local Signal Synchronization Plans, April 2026, Redlined
- G. Measure M2 Local Fair Share Guidelines – Effective April 2026

**Prepared by:**



Stephanie Mooney  
Senior Transportation Funding Analyst,  
Local Programs  
(714) 560-5312

**Approved by:**



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

## MOE Benchmark by Local Jurisdiction

Local Jurisdiction	A	B	C	D
	Current MOE Benchmark	MOE Adjustment <sup>1</sup>	Amount Increased (A x B)	New MOE Benchmark (A + C)
Aliso Viejo	\$ 556,162	46.61%	\$ 259,227	\$ 815,389
Anaheim	\$ 13,196,392	29.92%	\$ 3,948,360	\$ 17,144,752
Brea	\$ 838,243	38.70%	\$ 324,400	\$ 1,162,643
Buena Park	\$ 4,778,989	30.59%	\$ 1,461,893	\$ 6,240,882
Costa Mesa	\$ 9,827,861	15.22%	\$ 1,495,800	\$ 11,323,661
County of Orange <sup>2</sup>	N/A	N/A	N/A	N/A
Cypress	\$ 3,607,878	24.75%	\$ 892,950	\$ 4,500,828
Dana Point	\$ 1,698,403	15.73%	\$ 267,159	\$ 1,965,562
Fountain Valley	\$ 1,720,476	28.85%	\$ 496,357	\$ 2,216,833
Fullerton	\$ 4,921,569	19.86%	\$ 977,424	\$ 5,898,993
Garden Grove	\$ 4,497,736	17.84%	\$ 802,396	\$ 5,300,132
Huntington Beach	\$ 6,494,379	19.31%	\$ 1,254,065	\$ 7,748,444
Irvine <sup>3</sup>	\$ 8,681,278	41.89%	\$ 3,636,587	\$ 12,317,865
La Habra <sup>3</sup>	\$ 1,983,997	17.03%	\$ 337,875	\$ 2,321,872
La Palma	\$ 205,036	24.80%	\$ 50,849	\$ 255,885
Laguna Beach <sup>3</sup>	\$ 1,983,557	3.33%	\$ 66,052	\$ 2,049,609
Laguna Hills	\$ 353,496	10.98%	\$ 38,814	\$ 392,310
Laguna Niguel	\$ 990,064	19.46%	\$ 192,666	\$ 1,182,730
Laguna Woods	\$ 104,578	49.57%	\$ 51,839	\$ 156,417
Lake Forest	\$ 245,220	23.38%	\$ 57,332	\$ 302,552
Los Alamitos	\$ 208,130	21.58%	\$ 44,914	\$ 253,044
Mission Viejo	\$ 3,150,525	18.74%	\$ 590,408	\$ 3,740,933
Newport Beach	\$ 14,292,404	19.67%	\$ 2,811,316	\$ 17,103,720
Orange	\$ 3,507,565	23.30%	\$ 817,263	\$ 4,324,828
Placentia <sup>3</sup>	\$ 879,347	16.68%	\$ 146,675	\$ 1,026,022
Rancho Santa Margarita	\$ 470,957	16.13%	\$ 75,965	\$ 546,922
San Clemente	\$ 1,473,941	14.78%	\$ 217,848	\$ 1,691,789
San Juan Capistrano	\$ 546,941	15.43%	\$ 84,393	\$ 631,334
Santa Ana	\$ 10,324,712	8.81%	\$ 909,607	\$ 11,234,319
Seal Beach	\$ 733,847	7.01%	\$ 51,443	\$ 785,290
Stanton	\$ 326,462	28.32%	\$ 92,454	\$ 418,916
Tustin	\$ 1,938,025	17.29%	\$ 335,085	\$ 2,273,110
Villa Park	\$ 406,086	27.97%	\$ 113,582	\$ 519,668
Westminster	\$ 1,896,546	35.24%	\$ 668,343	\$ 2,564,889
Yorba Linda <sup>3</sup>	\$ 2,836,929	18.42%	\$ 522,562	\$ 3,359,491
<b>Totals</b>	<b>\$ 109,677,731</b>		<b>\$ 24,093,906</b>	<b>\$ 133,771,636</b>

<sup>1</sup> The MOE benchmark adjustment is based on the percent change in the construction cost index (CCI) for the immediately preceding three-year period. The adjustment cannot exceed the percent change in the jurisdiction's general fund revenue (GFR) over the same period of time. If there is a negative growth in the jurisdiction's GFR, the local jurisdiction will have a zero percent MOE adjustment. The CCI percent change from 2022 to 2025 is 49.57 percent.

<sup>2</sup> Orange County Public Works and their predecessor agencies did not—and do not—use discretionary funds for transportation purposes. The sources of their transportation funds have been variously restricted or partially restricted (e.g., HUTA, federal grants, assessment districts, developer impact fees, community facilities districts, Subdivision Map Act Highway, and bridge fees, etc.)

<sup>3</sup> Final Annual Comprehensive Financial Report (ACFR) has not been adopted or released. The draft ACFR has been used to calculate the estimated benchmark. Adjustment may be required.

**Acronyms:**

HUTA - Highway Users Tax Account

MOE - Maintenance of effort

N/A - Not applicable

## **Revisions to the Measure M2 Eligibility Guidelines and Countywide Pavement Management Plan Guidelines**

### **Recommended Substantive Changes**

- **Page 2** – Clarify language in the LFS Funds section to be consistent with the new LFS Guidelines.
- **Page 5** – Update the eligibility requirements table to remove specific fiscal year due dates, as the M2 Eligibility Guidelines are intended to remain in effect for three eligibility cycles and will be reviewed annually, with revisions made as needed rather than through annual updates.
- **Page 7** – Clarify language in the Circulation Element/MPAH Consistency section.
- **Page 8** – Update Exhibit 1 to include a link to the webpage containing the latest MPAH centerline mileage that is used to calculate LFS payments.
- **Page 15** – Update Exhibit 2 with revised maintenance of effort benchmark values.
- **Page 19** – Update the LFS Time Limit for Use of Net Revenues section to be consistent with the LFS Guidelines.
- **Appendix F<sup>1</sup>** – Revise language in the GIS digital data section to require reporting of specific GIS feature attributes rather than recommending their reporting and clarified the required segment attributes. Clarify the existing requirement for review by an OCTA pre-qualified inspector and add documentation requirements to ensure jurisdictions verify inspector certificate status. Remove fiscal year references from the PMP submittal template to reflect that the M2 Eligibility Guidelines and the Countywide PMP Guidelines will be reviewed annually and updated on an as-needed basis rather than annually.
- **Appendix G<sup>2</sup>** – Revise the M2 Expenditure Report Template and associated instructions to require a description for expenses classified as “Other Street Purpose Maintenance.”

#### Acronyms

GIS = Geographic Information System

LFS = Local Fair Share

M2 = Measure M2

MPAH = Master Plan of Arterial Highways

OCTA = Orange County Transportation Authority

PMP = Pavement Management Plan

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<sup>1</sup> Appendix F is the Pavement Management Plan submittal template and is included in the Countywide Pavement Management Plan Guidelines.

<sup>2</sup> Based on feedback provided by the Taxpayers Oversight Committee.

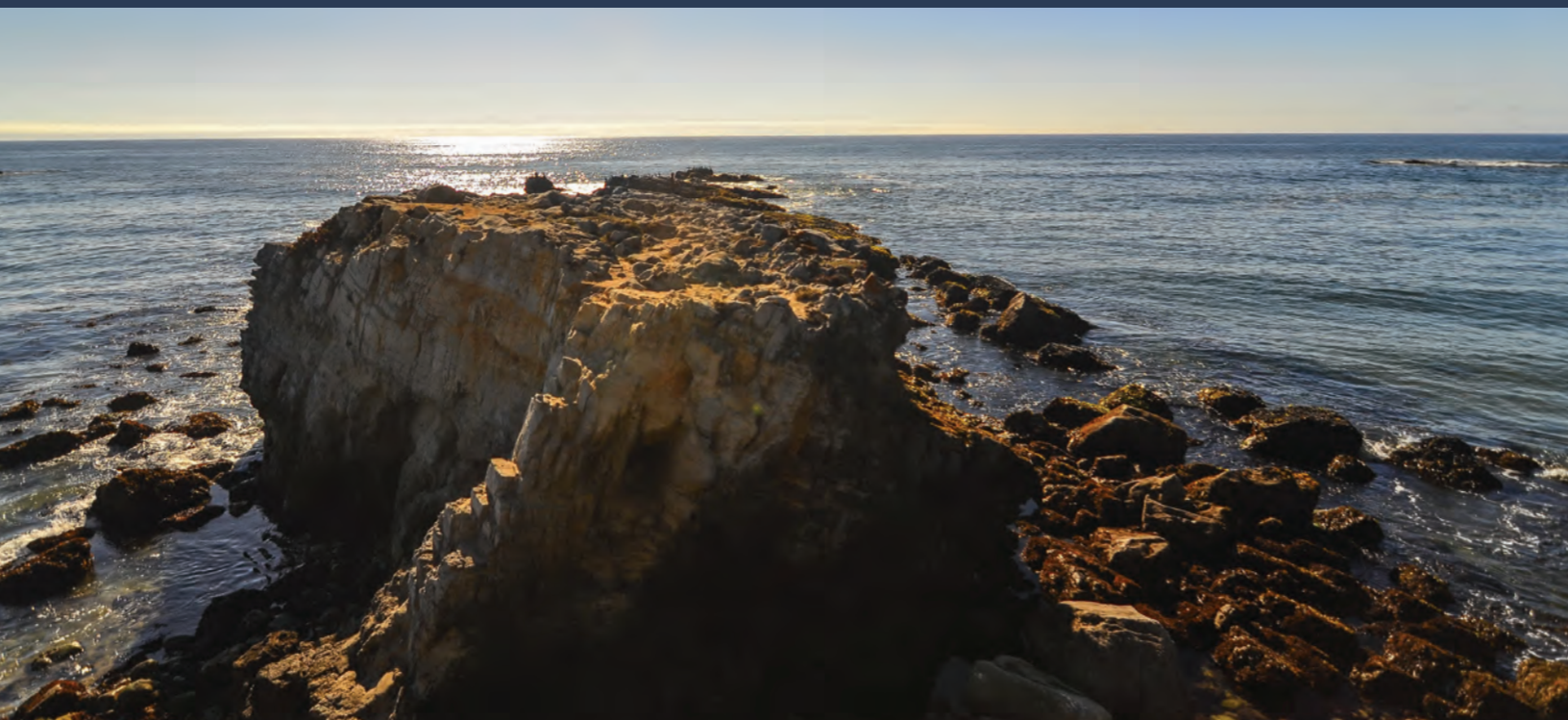


# MEASURE M2 ELIGIBILITY GUIDELINES

FISCAL YEARS 2026/27 THROUGH 2028/29



ORANGE COUNTY TRANSPORTATION AUTHORITY



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# Chapter 1 – Eligibility Overview

## 1.1 Introduction

On November 6, 1990, the voters in Orange County approved a ½-cent sales tax for transportation improvements known as Measure M. On November 7, 2006, voters approved a renewal of the original sales tax measure to continue the ½-cent sales tax for thirty years, beginning in 2011. Major improvement plans target Orange County freeways, streets and roads, transit, and environmental programs.

The M2 Ordinance No. 3 (M2 Ordinance), included as Appendix A, outlines the eligibility requirements that local jurisdictions must satisfy to receive M2 Net Revenues. The M2 Eligibility Guidelines (Eligibility Guidelines) provide the resources local jurisdictions need to remain eligible to participate in M2 funding programs. Guidelines for newly incorporated cities are outlined in Appendix B.

Net Revenues are generated from the transactions and use tax plus any interest or other earnings, after allowable deductions. Net Revenues may be allocated to local jurisdictions for a variety of programs, and the Orange County Transportation Authority (OCTA) shall allocate the Net Revenues to freeways, environmental, transit, and streets and roads projects.

### Freeway Projects

Orange County freeways will receive forty-three percent (43%) of Net Revenues. Relieving congestion on State Route 91 is the centerpiece of the freeway program. Other major projects include improving Interstate 5 (I-5) in south Orange County, Interstate 405 (I-405) in west Orange County, and State Route 57 in North Orange County. Under the plan, major traffic chokepoints on almost every freeway will be improved.

### Environmental Programs

To address any environmental impact of freeway improvements, five percent (5%) of the allocated freeway funds will be used for environmental mitigation programs. A Master Agreement between OCTA and state and federal resource jurisdictions will provide higher-value environmental benefits, such as habitat protection, wildlife corridors, and resource preservation, in exchange for streamlined project approvals for the freeway program as a whole. Funds are also available under the Environmental Cleanup Program (ECP) to implement transportation-related water quality improvement projects.

### Transit Projects

Orange County's rail and bus service will receive twenty-five percent (25%) of Net Revenues. These funds will be used to add transit extensions to the Metrolink corridor, reduce bus fares for senior citizens and persons with disabilities, and establish local bus circulators.

### Streets and Roads Projects

Orange County has more than 7,300 lane miles of streets and roads, many in need of repair and rehabilitation. This sales tax measure will allocate thirty-two percent (32%) of Net Revenues to streets and roads. These funds will help fix potholes, improve intersections, synchronize traffic signals countywide, and make the existing network of streets and roads safer and more efficient.

The allocation of thirty-two percent (32%) of the Net Revenues for Streets and Roads Projects shall be made as follows:

1. Ten percent (10%) of the Net Revenues shall be allocated to Project O, Regional Capacity Program (RCP).
2. Four percent (4%) of the Net Revenues shall be allocated to Project P, Regional Traffic Signal Synchronization Program (RTSSP).
3. Eighteen percent (18%) of the Net Revenues shall be allocated to Project Q, Local Fair Share (LFS) Program.

## 1.2 Competitive Funds

OCTA shall select projects through a competitive process for the RCP, RTSSP, various transit programs (Projects S, T, V, and W), and the ECP (Project X). The criteria for selecting these projects are included in the Comprehensive Transportation Funding Programs (CTFP) Guidelines, which are updated for each call for projects cycle. The process for calculating and distributing LFS funds is described in Section 1.3.

## 1.3 Local Fair Share (LFS) Funds

The LFS Program is a formula-based allocation provided to eligible jurisdictions for use on allowable transportation planning and implementation activities. It is intended to provide flexible funding to help jurisdictions keep up with the rising cost of repairing the aging street system. In addition, cities can use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc. The LFS Program is funded through an eighteen percent (18%) allocation from Net Revenues and is distributed to eligible jurisdictions on a formula basis as determined by the following:

- Fifty percent (50%) is divided between eligible jurisdictions based upon the ratio of each eligible jurisdiction's population for the immediately preceding calendar year to the total County population (including incorporated and unincorporated areas) for the immediately preceding calendar year, both as determined by the State Department of Finance.~~to the County's total population, each from the previous calendar year.~~
- Twenty-five percent (25%) is divided between eligible jurisdictions based on the ratio of each eligible jurisdiction's existing MPAH centerline miles to the total MPAH centerline miles within to the total existing MPAH centerline miles within the County, as determined annually by OCTA.
- Twenty-five percent (25%) is divided between eligible jurisdictions based on the ratio of each eligible jurisdiction's total taxable sales to the total taxable sales of the County for the immediate preceding calendar year, as determined by the California Department of Tax and Fee Administration.~~, each from the previous calendar year.~~
- OCTA contracts with three universities (California State University, Fullerton; Chapman University; University of California, Los Angeles) to provide a long-range forecast of taxable sales to forecast M2 revenues for the purposes of planning projects and program expenditures. In the past, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of taxable sales. On March 28, 2016, as part of the fiscal year (FY) 2016-17 budget development process, the Board of Directors (Board) approved a new sales tax forecast methodology. The new methodology included a more conservative approach by utilizing a five-year forecast from MuniServices, Inc. The resulting revenue estimates are used for programming of competitive funds and as a guide for local

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jurisdiction planning within their respective CIPs.

## 1.4 Eligibility Requirements for Net Revenues

Every year, OCTA determines if a local jurisdiction is eligible to receive M2 Net Revenues. A local jurisdiction must satisfy certain requirements as outlined in the Ordinance. Specifically, a jurisdiction must:

- Comply with the conditions and requirements of the Orange County CMP
- Establish a policy which requires new development to pay its fair share of transportation-related improvements associated with their new development
- Adopt and maintain a General Plan Circulation Element consistent with the MPAH
- Adopt and update a CIP
- Participate in Traffic Forums
- Adopt and maintain a LSSP
- Adopt and update biennially a PMP
- Adopt and provide an annual Expenditure Report to OCTA
- Provide OCTA with a Project Final Report within six months following completion of a project funded with Net Revenues
- Agree to expend Net Revenues received through M2 within three years of receipt
- Satisfy MOE requirements
- Agree that Net Revenues shall not be used to supplant developer funding
- Consider, as part of the eligible jurisdiction's General Plan, land use and planning strategies that accommodate transit and non-motorized transportation

## 1.5 Audits

Local jurisdictions are responsible for meeting eligibility requirements and applicable laws regarding the use of public funds. Many eligibility requirements involve self-certification by local jurisdictions. Eligibility requirements are subject to audit. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through a regular annual process or on a schedule to be determined by the OCTA Board. Failure to submit to an audit in a timely manner may result in loss of future funding. Audit findings may result in an ineligibility determination and/or other sanctions. Please see Chapter 4 for more information regarding ineligibility and non-compliance consequences.

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## Chapter 2 – Eligibility Requirements

The annual eligibility process relies upon a variety of reporting methods to verify local jurisdiction adherence to M2 eligibility requirements. Most methods leverage tools routinely used in the public planning process, while others require certification forms or specialized reports. Templates, forms, and report formats are included as appendices to these guidelines and are available in electronic format. The table below summarizes certification frequency and documentation requirements.

Compliance Category	Schedule	Documentation
Capital Improvement Program (CIP)	<b>Annual</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Submit CIP projects online in OCFundtracker</li> <li>OCFundtracker CIP Project Listing Report</li> <li>City Council/Board of Supervisors approval by July 31</li> </ul>
Circulation Element/MPAH Consistency	<b>Odd numbered years</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Resolution (Appendix E)</li> <li>Circulation Element Exhibit</li> <li>Arterial Highway Mileage Change Report (Appendix H)</li> <li>Certify that the Circulation Element is consistent with MPAH in the Eligibility Checklist (Appendix D)</li> </ul>
Congestion Management Program (CMP)	<b>Odd numbered years</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Eligibility Checklist item in Appendix D</li> <li>Include projects to address deficient intersections in CIP (if applicable)</li> <li>CMP Checklist (Appendix C)</li> </ul>
Expenditure Report	<b>Annually</b> <del>Six months after end of the fiscal year, Next submittal is due</del> December 31 <sup>st</sup>	<ul style="list-style-type: none"> <li>Expenditure Report and resolution (Appendix G)</li> </ul>
Local Signal Synchronization Plan (LSSP)	<b>Every three years</b> <del>Next submittal is due</del> June 30 <sup>th</sup> , 2026.	<ul style="list-style-type: none"> <li>Copy of Plan</li> <li>Resolution (Appendix E)</li> </ul>
Maintenance of Effort (MOE)	<b>Annually</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>MOE Certification form (Appendix I) signed by Finance Director or equivalent designee that meets/exceeds MOE Benchmark in Exhibit 2</li> <li>Budget excerpts and fund key</li> </ul>
Mitigation Fee Program (MFP)	<b>Odd numbered years</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Eligibility Checklist item in Appendix D</li> <li>Supporting documentation</li> <li>Resolution (Appendix E)</li> </ul>
No Supplanting Existing Commitments	<b>Annual</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Eligibility Checklist item in Appendix D</li> </ul>
Pavement Management Plan (PMP)	<b>Every two years</b> <del>Next submittal for even year jurisdictions is due</del> June 30 <sup>th</sup> , 2025. Refer to Exhibit 3 to determine the required PMP submittal schedule.	<ul style="list-style-type: none"> <li>PMP Submittal Template (Appendix F) with PMP Certification form signed by Public Works Director or City Engineer</li> <li>Pavement management data files</li> <li>Adoption - Resolution (Appendix E) or City Council/Board of Supervisors approved adoption recommendation</li> </ul>
Project Final Report	<b>Within 6 months of project completion</b>	<ul style="list-style-type: none"> <li>Final Report</li> </ul>
Timely Expenditure of Funds	<b>Annual</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Eligibility Checklist item in Appendix D</li> </ul>
Traffic Forums	<b>Annual</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Eligibility Checklist item in Appendix D</li> </ul>
Transit/Non-motorized Transportation in General Plan	<b>Annual</b> <del>Next submittal is due</del> June 30 <sup>th</sup>	<ul style="list-style-type: none"> <li>Eligibility Checklist item in Appendix D</li> <li>Letter outlining land use planning strategies that accommodate transit and active transportation</li> <li>Excerpts of policies from the land use section of the General Plan</li> </ul>

<sup>1</sup> Jurisdictions must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their mitigation program and/or nexus study, regardless of eligibility submittal schedule.

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## 2.1 Capital Improvement Program (CIP)

A CIP is a multi-year funding plan to implement capital transportation projects and/or programs, including, but not limited to, capacity, safety, operations, maintenance, and rehabilitation projects. For purposes of eligibility, the Ordinance specifies that each jurisdiction must prepare a CIP. The annual seven-year CIP updates are required to enable timely review of eligible use of funds. The CIP shall include all capital transportation projects, such as projects funded by Net Revenues (i.e., ECP, RTSSP, RCP, other M2 Competitive Programs, and LFS projects) and transportation projects required to demonstrate compliance with signal synchronization, pavement management, and CMP requirements (See section 2.3 for the CIP's relevance to the CMP).

Projects funded by M2 Net Revenues include:

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

Each eligible jurisdiction must include projects in their CIP that are needed to meet and maintain the adopted Traffic Level of Service and Performance Standards. The CIP shall also include all projects proposed to receive M2 funding. Local jurisdictions are encouraged, but not required, to include all transportation-related projects regardless of M2 funding participation.

If M2 funding needed for a project is not reflected on the current CIP, an amended CIP should be adopted with contract award prior to expending funds. The revised CIP should be submitted to OCTA with evidence of council approval.

**Submittal Frequency:** Minimum annually by June 30 or as needed to add M2 projects that are not reflected on the current CIP. ~~Next submittal is due by June 30, 2025.~~ Final CIP adoption due by July 31, 2025.

**City Council/Board of Supervisors approval:** Required

**Documentation Method:** OCTA provides a web-based database on OCFundtracker (<https://ocfundtracker.octa.net/>) that is used countywide for reporting approved CIP information. Each jurisdiction must generate a CIP Project Listing Report from OCFundtracker **and take this report to Council/Board of Supervisors for approval.** Please note, the M2 CIP is a planning document and does not commit local jurisdictions to fund the listed projects. However, projects must be listed on the M2 CIP in order for the proposed project to be eligible to receive M2 funding.

A CIP User's Manual to assist local jurisdictions with the preparation of the seven-year CIP is available for download at <https://www.octa.net/OCGoEligibility> <https://www.octa.net/M2Eligibility>.

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## 2.2 Circulation Element/MPAH Consistency

M2 funding eligibility requires that each jurisdiction must adopt and maintain a Circulation Element within the jurisdiction's General Plan that is consistent with the OCTA MPAH. The MPAH is the OCTA plan which identifies the minimum number of through lanes for arterial streets and designating traffic signal synchronization street routes in Orange County.

Every two years, each local jurisdiction must submit a resolution adopted by their governing body confirming that: the circulation element of their General Plan is in conformance with the MPAH; no unilateral reductions in MPAH through lanes have been made during the reporting period; and affirming that it will follow the MPAH amendment process, when necessary, to ensure that the General Plan circulation element remains consistent with the MPAH.

Local jurisdictions shall be determined ineligible to participate in M2 programs if they do not submit the required materials below or if through an audit, it is determined that the jurisdiction intentionally did not administer the Circulation Element of its General Plan, consistent with the MPAH disclosures identified in the resolution. Exceptions may be considered subject to appropriate documentation.

Submittal Frequency: Odd numbered fiscal years by June 30. ~~Next submittal is due by June 30, 2025.~~

City Council/Board of Supervisors approval: Required (Appendix E)

Documentation Method: Each jurisdiction must provide the following every odd numbered year:

- Eligibility Checklist (Appendix D) confirms that the local jurisdiction's Circulation Element is in conformance with the MPAH.
- A copy of the ~~most~~ current Circulation Element Exhibit (network map) ~~biennially~~ showing all arterial highways and their individual arterial designations. Any proposed changes and/or requests for changes to the MPAH should also be included.
- Resolution adopted by the governing body of the local jurisdiction.
- The Arterial Highway Mileage Change Report (Appendix H). Changes are in actual (newly built or annexed existing facilities) MPAH centerline miles since the previous MPAH review and are to be reported to the nearest 0.01 mile, excluding State ~~highways-owned facilities~~. Data should be current as of April 30 of the reporting year. Exhibit 1 lists the current MPAH centerline miles by jurisdiction that is used to calculate Local Fair Share.

OCTA shall review the materials submitted and determine whether the local jurisdictions' submittals satisfy M2 Eligibility requirements. However, it is ultimately each local jurisdiction's responsibility to ensure that their Circulation Element is consistent with the MPAH.

### Exhibit 1: MPAH Centerline Miles

The MPAH centerline miles by local jurisdiction can be found on the Eligibility Website:  
<https://www.octa.net/M2Eligibility>.

As of       ,

Local Jurisdiction	Centerline Mileage
Aliso Viejo	14.85
Anaheim	148.13
Brea	21.22
Buena Park	34.44
Costa Mesa	49.33
County of Orange	60.81
Cypress	24.93
Dana Point	20.16
Fountain Valley	35.50
Fullerton	62.18
Garden Grove	63.78
Huntington Beach	92.32
Irvine	138.05
La Habra	17.45
La Palma	7.23
Laguna Beach <sup>2</sup>	14.01
Laguna Hills	20.73
Laguna Niguel	35.94
Laguna Woods	5.77
Lake Forest	38.03
Los Alamitos	6.44
Mission Viejo	43.77
Newport Beach	48.92
Orange	84.06
Placentia	25.24
Rancho Santa Margarita	18.20
San Clemente	25.57

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San Juan Capistrano	18.88
Santa Ana	99.15
Seal Beach	12.24
Stanton	9.48
Tustin	41.72
Villa Park	3.49
Westminster	35.74
Yorba Linda	33.23
	<b>1,410.99</b>

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<sup>1</sup> Based on city boundaries published by the County of Orange in conjunction with mileage reported in the OCTA ArcSDE database as of ,

<sup>2</sup> Laguna Beach credited with State Highway mileage by agreement of the OCTA Technical Advisory Committee (TAC).

## 2.3 Congestion Management Program (CMP)

With the passage of Proposition 111, Gas Tax increase in June 1990, urbanized areas of California were required to adopt a CMP. OCTA was designated as the County's Congestion Management Agency (CMA), and as such, is responsible for the development, monitoring, and biennial reporting on Orange County's CMP. Orange County's CMP is a countywide program established in 1992 to support regional mobility and air quality objectives by reducing traffic congestion, providing a mechanism for coordinating transportation and land use decisions that support the regional economy, and determining gas tax eligibility for local jurisdictions. Required elements of the County's CMP include traffic level of service (LOS) standards, transportation performance measures, travel demand management strategies, a land use analysis program, and Capital Improvement Programs. Each jurisdiction must comply with the following conditions and requirements of the Orange County CMP pursuant to the provisions of Government Code Section 65089 to be considered eligible for both gas tax revenues and M2 funding:

- Level of Service – Highways and roadways designated by OCTA must operate at an established LOS of no less than LOS "E" (unless the LOS from the baseline CMP dataset was lower).
- Deficiency Plans – Any CMP intersections that do not comply with the LOS standards must have a deficiency plan prepared by the responsible local jurisdiction that identifies the cause and necessary improvements for meeting LOS standards (certain exceptions apply).
- Land Use Analysis – Jurisdictions must analyze the impacts of land use decisions on the transportation system, using a designated methodology, consistent with the CMP Traffic Impact Analysis guidelines. The analysis must also include the estimated cost to mitigate associated impacts.
- Modeling and Data Consistency – A jurisdiction utilizing a local area model for traffic impact analysis must conform to the Orange County Sub-Area Modeling guidelines, prepared by OCTA.
- CIP – Jurisdictions must submit an adopted seven-year CIP that includes projects to maintain or improve the LOS on CMP facilities or adjacent facilities.

Submittal Frequency: Odd numbered fiscal years by June 30. ~~Next submittal is due by June 30.~~

City Council/Board of Supervisors approval: Not Required

Documentation Method: The CMP checklist, as shown in Appendix C, must be submitted to demonstrate compliance with CMP requirements. If a deficient intersection is identified, the jurisdiction must include a project in their CIP to address the issue or develop a deficiency plan. OCTA will use the M2 CIP prepared by each local jurisdiction as the default CMP CIP rather than require a separate submittal. Projects intended to address CMP deficiencies should be clearly identified in the project description within the CIP. Appendix C is available for download at <https://www.octa.net/OCGoEligibility> <https://www.octa.net/M2Eligibility>.

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## 2.4 Expenditure Report

The Expenditure Report is a detailed financial report that tracks financial activity for M2 and other improvement revenue sources. Each jurisdiction must adopt an annual Expenditure Report to account for M2 funds, developer/traffic impact fees, and funds expended by the jurisdiction that satisfy the MOE requirements. This report is used to validate eligible uses of funds and to report actual MOE expenditures.

- Report required within six months of the jurisdiction's end of fiscal year.
- Report to include all Net Revenue, fund balances, and interest earned. If interest earnings are negative, an explanation should be included to explain why.
- Reported expenditures shall be identified by activity type (i.e., construction, maintenance/operations, indirect, and/or overhead) and funding source for each M2 program and/or project.

**Submittal Frequency:** Annually ~~—w~~Within 6 months of the end of the fiscal year. The deadline is December 31.

**City Council/Board of Supervisors approval:** Required (Appendix G)

**Documentation Method:** The Expenditure Report signed by the jurisdiction's Finance Director (or equivalent) and City Council/Board of Supervisors resolution attesting to the adoption is required. The Expenditure Report is self-certified by the jurisdiction, and OCTA's review is to check for consistency with M2 disbursements only. Further, OCTA's receipt of the Expenditure Report does not constitute or confirm OCTA's acceptance or approval of reporting in the Expenditure Report itself, which is ultimately subject to audit review. The Expenditure Report template, instructions, and resolution are provided in Appendix G. Appendix G is available for download at <https://www.octa.net/OCCoEligibility> <https://www.octa.net/M2Eligibility>.

## 2.5 Local Signal Synchronization Plan (LSSP)

The LSSP<sup>4</sup> is a three-year plan identifying traffic signal synchronization, street routes, and traffic signals to be improved in eligible jurisdictions. The LSSP shall be consistent with the Regional Traffic Signal Synchronization Master Plan (RTSSMP). The LSSP will outline the costs associated with the identified improvements, funding, and phasing of capital, and the operations and maintenance of the street routes and traffic signals. Inter-jurisdictional planning of traffic signal synchronization is also a component of the LSSP. Local jurisdictions must update LSSPs every three years and include a performance assessment which compares the information in the current report to prior cycle activities.

**Submittal Frequency:** Every 3 years —~~Next LSSP update submittal is due by June 30, 2026.~~

**City Council/Board of Supervisors approval:** Required (Appendix E)

**Documentation Method:** Local jurisdictions must ensure that their LSSP is in conformance with the RTSSMP. LSSPs must be updated and adopted every three years starting June 30, 2014. At a minimum, a Public Works Director must sign the LSSP Consistency Review Checklist. A separate document prepared by OCTA, "Guidelines for the Preparation of Local Signal Synchronization Plans," provides additional detail for jurisdiction submittal and is available for download at <https://www.octa.net/OCCoEligibility> <https://www.octa.net/M2Eligibility>.

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<sup>4</sup> A local match reduction of ten percent (10%) is provided for competitive grant applications submitted through the Regional Capacity Program (Project O) if the local jurisdiction has adopted an LSSP consistent with the RTSSMP.

## 2.6 Maintenance of Effort (MOE)

The MOE Certification is a financial reporting document which provides annual certification of planned/budgeted maintenance, construction, and indirect/other transportation-related expenditures, and the comparison to the annual MOE Benchmark Requirements for the fiscal year. Each jurisdiction must provide an annual certification to OCTA that it will meet the MOE requirements of Section 6 of the Ordinance. MOE applies to street and road transportation-related discretionary expenditures using GFRs or other non-transportation discretionary funds by local jurisdictions. Eligible expenditures are outlined in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties," consistent with Article XIX of the State Constitution, and are subject to audit.

### MOE Certification Process

M2 funds may be used to supplement, not replace, existing local revenues being used for transportation improvements and programs. A local jurisdiction cannot redirect discretionary funding, such as general fund revenues, currently being used for transportation purposes, to other uses and replace the redirected funds with M2 revenues.

Each jurisdiction is required to maintain a minimum level of local streets and roads expenditures to conform to the MOE requirement. The original minimum level of expenditures was based upon an average of General Fund expenditures for local street maintenance and construction over the period from Fiscal Year 1985-86 through Fiscal Year 1989-90. The expenditure information was obtained from the Orange County Transportation Commission's Annual Report data collection sheets. The established benchmark was reported in constant dollars and was not adjusted for inflation. Note: Annexation of land into an existing jurisdiction does not affect the MOE.

Per the Ordinance, the MOE benchmark must be adjusted in 2014 and every three years thereafter based upon Caltrans' Construction Cost Index (CCI) for the preceding three calendar years, provided that the CCI-based adjustment cannot exceed the growth rate in General Fund revenues during the update period. The current MOE benchmark is reflected in Exhibit 2. The next MOE benchmark adjustment will be effective July 1, ~~2026~~2029.

Submittal Frequency: ~~Annually~~—~~Next MOE submittal is due by June 30,~~.

City Council/Board of Supervisors approval: Not Required

Documentation Method: The MOE Certification form must be completed, signed by the jurisdiction's Finance Director (or equivalent), and submitted on an annual basis. The current form is included in the Eligibility Guidelines as Appendix I and is available for download at <https://www.octa.net/OCGoEligibility> <https://www.octa.net/M2Eligibility>.

In addition, excerpts from the jurisdiction's annual budget showing referenced MOE expenditures and dedication of funds shall be included in the annual submittal to substantiate planned relevant discretionary fund expenditures, such as General Funds. MOE expenditures should be budgeted carefully, with a clear focus on benefits to local streets and roads, which can withstand periodic expenditure audit processes. **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.**

Any California State Constitution Article XIX street and road eligible expenditure may be "counted" in a local jurisdiction's annual calculation of MOE if the activity is supported (funded) by a local

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jurisdiction's discretionary funds (e.g., General Fund). This is similar to how MOE is defined in the Gas Tax Guidelines related to the use of Road Maintenance and Rehabilitation Program funds. The California State Controller also provides useful information on Article XIX and Streets and Highways Code eligible expenditures. These guidelines do not replace statutory or legal authority, but explain the general information found in California Constitution Article XIX and the Streets and Highways Code. Additional expenditures spent in support of streets and roads may also be eligible for MOE, subject to providing acceptable justification.

It is the local jurisdiction's responsibility to ensure that both the certified budgeted and the actual expenditures reported through the expenditure report are MOE eligible street and road expenditures. **OCTA's review and receipt of the MOE Certification form does not constitute or confirm OCTA's acceptance or approval of the MOE expenditures provided in the MOE Certification form.**

## Exhibit 2: MOE Benchmark by Local Jurisdiction

Local Jurisdiction	<del>MOE Benchmark</del>	<u>MOE Benchmark</u>
Aliso Viejo	<del>\$ 556,162</del>	<u>\$ 815,389</u>
Anaheim	<del>\$ 13,196,392</del>	<u>\$ 17,144,752</u>
Brea	<del>\$ 838,243</del>	<u>\$ 1,162,643</u>
Buena Park	<del>\$ 4,778,989</del>	<u>\$ 6,240,882</u>
Costa Mesa	<del>\$ 9,827,861</del>	<u>\$ 11,323,661</u>
County of Orange	N/A	<u>N/A</u>
Cypress	<del>\$ 3,607,878</del>	<u>\$ 4,500,828</u>
Dana Point	<del>\$ 1,698,403</del>	<u>\$ 1,965,562</u>
Fountain Valley	<del>\$ 1,720,476</del>	<u>\$ 2,216,833</u>
Fullerton	<del>\$ 4,921,569</del>	<u>\$ 5,898,993</u>
Garden Grove	<del>\$ 4,497,736</del>	<u>\$ 5,300,132</u>
Huntington Beach	<del>\$ 6,494,379</del>	<u>\$ 7,748,444</u>
Irvine	<del>\$ 8,681,278</del>	<u>\$ 12,317,865</u>
La Habra	<del>\$ 1,983,997</del>	<u>\$ 2,321,872</u>
La Palma	<del>\$ 205,036</del>	<u>\$ 255,885</u>
Laguna Beach	<del>\$ 1,983,557</del>	<u>\$ 2,049,609</u>
Laguna Hills	<del>\$ 353,496</del>	<u>\$ 392,310</u>
Laguna Niguel	<del>\$ 990,064</del>	<u>\$ 1,182,730</u>
Laguna Woods	<del>\$ 104,578</del>	<u>\$ 156,417</u>
Lake Forest	<del>\$ 245,220</del>	<u>\$ 302,552</u>
Los Alamitos	<del>\$ 208,130</del>	<u>\$ 253,044</u>
Mission Viejo	<del>\$ 3,150,525</del>	<u>\$ 3,740,933</u>
Newport Beach	<del>\$ 14,292,404</del>	<u>\$ 17,103,720</u>
Orange	<del>\$ 3,507,565</del>	<u>\$ 4,324,828</u>
Placentia	<del>\$ 879,347</del>	<u>\$ 1,026,022</u>
Rancho Santa Margarita	<del>\$ 470,957</del>	<u>\$ 546,922</u>
San Clemente	<del>\$ 1,473,941</del>	<u>\$ 1,691,789</u>
San Juan Capistrano	<del>\$ 546,941</del>	<u>\$ 631,334</u>
Santa Ana	<del>\$ 10,324,712</del>	<u>\$ 11,234,319</u>
Seal Beach	<del>\$ 733,847</del>	<u>\$ 785,290</u>
Stanton	<del>\$ 326,462</del>	<u>\$ 418,916</u>
Tustin	<del>\$ 1,938,025</del>	<u>\$ 2,273,110</u>
Villa Park	<del>\$ 406,086</del>	<u>\$ 519,668</u>
Westminster	<del>\$ 1,896,546</del>	<u>\$ 2,564,889</u>
Yorba Linda	<del>\$ 2,836,929</del>	<u>\$ 3,359,491</u>
<b>Totals</b>	<del><b>\$ 109,677,731</b></del>	<u><b>\$ 133,771,636</b></u>

MOE - Maintenance of effort

N/A - Not Applicable

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## 2.7 Mitigation Fee Program (MFP)

The MFP is a locally established fee program which assesses fees used to mitigate effects of new development on transportation infrastructure. Appropriate mitigation measures, including payment of fees, construction of improvements, or any combination thereof, will be determined through an established and documented process by each jurisdiction.

Each eligible jurisdiction must assess traffic impacts of new development and require new development to pay a fair share of necessary transportation improvements attributable to the new development. To ensure eligibility, each jurisdiction must have a clearly defined mitigation fee program.

Submittal Frequency: Odd numbered fiscal years ~~—Next MFP submittal is due~~ by

June 30~~,~~<sup>5</sup>.

City Council/Board of Supervisors approval: Required (Appendix E)

Documentation Method: In addition to the City Council/Board of Supervisors approved resolution (Appendix E), the eligibility submittal should include one or more of the following supporting documents: a copy of the nexus study improvement list, a current fee schedule, a 5-Year Expenditure Report, or the process methodology. Where mitigation measures—including fair share contributions and construction of direct impact improvements—are used in lieu of an AB1600 compliant Nexus Study fee program, each jurisdiction shall provide a council resolution adopting the mitigation policy.

At such time that a jurisdiction updates their mitigation fee program and/or nexus study, they must submit their updated program and revised fee schedule or process methodology for the following review cycle. In addition, an MFP resolution must be submitted biennially to reaffirm that council concurs with the existing MFP. It is the local jurisdiction's responsibility to ensure fee programs and mitigation measures are updated periodically and meet the infrastructure needs of their community.

## 2.8 No Supplanting of Developer Commitments

Eligible jurisdictions must ensure that M2 funding will not be used to supplant existing or future development funding commitments for transportation projects. Development must be required to continue paying their fair share for new transportation improvements that are necessary because of the new traffic their project(s) create.

- Development must continue to pay their fair share for needed infrastructure improvements and transportation projects
- Net revenues must not supplant development funding or contributions which have been or will be committed to transportation projects through payment of fees in a defined program, fair share contribution, Community Facilities District financing, or other dedicated contribution to a specific transportation improvement

Submittal Frequency: Annually ~~—Next submittal is due~~ by June 30~~,~~.

City Council/Board of Supervisors approval: Not Required

Documentation Method: Each jurisdiction must document within the Eligibility Checklist (Appendix D) that there has been no supplanting of developer commitments for transportation

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<sup>5</sup> Jurisdictions must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their mitigation program and/or nexus study in an even year. Annual cost adjustments should be reported, but do not constitute an "update" on the Eligibility Checklist (Appendix D).

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projects as outlined in the Ordinance. Appendix D is available for download at <https://www.octa.net/OCGoEligibility> <https://www.octa.net/M2Eligibility>.

## 2.9 Pavement Management Plan (PMP)

A PMP<sup>6</sup> is a plan to manage the preservation, rehabilitation, and maintenance of paved roads by analyzing pavement life cycles, assessing overall system performance costs, and determining alternative strategies and costs necessary to improve paved roads. Paver (previously MicroPaver) or StreetSaver will be used for countywide consistency. The software must be consistent with the latest version of ASTM Standard D6433.

Each jurisdiction must biennially update and adopt a PMP consistent with the specific requirements outlined in the Ordinance, and issue, using a common format (Appendix F) approved by OCTA, a report regarding the status of road pavement conditions and implementation of the PMP, including, but not limited to, the following elements:

- The current status of pavement roads
- A seven-year plan for road maintenance and rehabilitation, including projects, funding, and unfunded backlog of pavement needs
- Projected pavement conditions resulting from improvements
- Alternative strategies and estimated costs to improve road pavement conditions

The Countywide PMP Guidelines have been prepared by OCTA to assist local jurisdictions with the PMP submittal. Local jurisdictions should refer to the guidelines for additional PMP submittal criteria. The Countywide PMP Guidelines can be downloaded from OCTA's Eligibility webpage: <https://www.octa.net/OCGoEligibility> <https://www.octa.net/M2Eligibility>.

**Submittal Frequency:** Every two years - 21 local jurisdictions submit PMP updates in even numbered fiscal Years ~~(i.e. June 30, 2026)~~ and 14 local jurisdictions submit PMP updates in odd numbered fiscal Years ~~(i.e. June 30, -)~~. Refer to Exhibit 3 to determine the local jurisdiction's required PMP submittal schedule.

**City Council/Board of Supervisors approval:** Required (Appendix E)

**Documentation Method:** To establish eligibility, each jurisdiction must complete and submit the adopted PMP Submittal Template (Appendix F). The adoption must be approved by the City Council/Board of Supervisors as a staff report recommendation or through a resolution. The template resolution is provided in Appendix E. The PMP certification form included in the template must be signed by the Public Works Director or City Engineer. These appendices are available for download at <https://www.octa.net/OCGoEligibility> <https://www.octa.net/M2Eligibility>.

The Executive Summary should include a brief overview of the PMP, highlighting issues that have developed between review cycles, and provide additional information regarding projects funded through the program. At a minimum, the Executive Summary should include Pavement Condition Index (PCI) reports, Projected PCI, and Alternative Funding Levels.

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<sup>6</sup> The Regional Capacity Program (RCP) Project O includes an incentive for successful PMP implementation. A local match reduction of ten percent (10%) is provided for competitive grant applications submitted through the RCP, if the jurisdiction either has measurable improvement of paved road conditions during the previous reporting period as determined through the countywide pavement management rating standards, or has road pavement conditions during the previous reporting period which are within the highest twenty percent (20%) of the scale for road pavement conditions in conformance with the Ordinance, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

### **Measure M2 Eligibility Guidelines for FY 2026-27 through FY 2028-29**

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### Exhibit 3: Submittal Schedule for Periodic Components

Local Jurisdiction	Updated PMP	CMP	MPAH Consistency	MFP <sup>7</sup>	Project Final Reports	LSSP
Aliso Viejo	Even Year	<del>June 30th of Odd Numbered Fiscal Years (Next submittal is due by June 30, -)</del>	<del>Odd Numbered Fiscal Years (Next submittal is due by June 30, -)</del>	<del>Odd Numbered Fiscal Years (Next submittal is due by June 30, -)</del>	Within 6 months of project completion	<del>Every 3 years (Next submittal is due June 30, 2026)</del>
Anaheim	Odd Year					
Brea	Odd Year					
Buena Park	Even Year					
Costa Mesa	Even Year					
County of Orange	Odd Year					
Cypress	Odd Year					
Dana Point	Odd Year					
Fountain Valley	Even Year					
Fullerton	Even Year					
Garden Grove	Even Year					
Huntington Beach	Even Year					
Irvine	Odd Year					
La Habra	Odd Year					
La Palma	Even Year					
Laguna Beach	Even Year					
Laguna Hills	Even Year					
Laguna Niguel	Even Year					
Laguna Woods	Even Year					
Lake Forest	Odd Year					
Los Alamitos	Odd Year					
Mission Viejo	Even Year					
Newport Beach	Odd Year					
Orange	Even Year					
Placentia	Even Year					
Rancho Santa Margarita	Even Year					
San Clemente	Odd Year					
San Juan Capistrano	Odd Year					
Santa Ana	Even Year					
Seal Beach	Even Year					
Stanton	Odd Year					
Tustin	Odd Year					
Villa Park	Even Year					
Westminster	Even Year					
Yorba Linda	Even Year					

<sup>7</sup> Jurisdictions must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their mitigation program and/or nexus study regardless of allocated submittal schedule.

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## 2.10 Project Final Report

Each jurisdiction must provide OCTA a project final report within six months following completion of a project funded with Net Revenues. Final report formats follow the template used by the CTFP. The CTFP Guidelines define the term "project phase completion" as the date that the local jurisdiction has paid the final contractor/consultant invoice (including retention) for work performed and any pending litigation has been adjudicated for the engineering phase or for the right-of-way phase, and all liens/claims have been settled for the construction phase. The date of project phase completion will begin the 180-day requirement for the submission of a project final report as required by the Ordinance. Projects that have been cancelled are not required to submit a project final report, but may be asked to submit a certification of cancellation form.

[City Council/Board of Supervisors approval:](#) Not Required

[Documentation Method:](#) To establish eligibility, a jurisdiction must submit a copy of the CTFP Project Final Report for each project utilizing Net Revenues. Each Final Report must be individually submitted to OCTA within six months of the completion of a project funded by Net Revenues, regardless of the eligibility review cycle. For the purposes of reporting non-project work (indirect and/or overhead, maintenance, repair, and other non-project related costs) funded by LFS funds, the annual Expenditure Report shall satisfy reporting requirements. If LFS funds are used for capital projects, the local jurisdiction shall also include a list of those funds and/or other M2 funds in the Project Final Report.

## 2.11 Time Limit for Use of Net Revenues

The timely expenditure of funds is a policy which must be adopted by each local jurisdiction to ensure Net Revenues are expended and accounted for within 3 years. The local jurisdiction must certify that the receipt and use of all M2 funds received will adhere to the time limits for use as outlined in the Ordinance.

### Competitive Programs

- Jurisdictions must agree that Net Revenues for RCP projects and/or RTSSP projects shall be encumbered by the end of the fiscal year for which Net Revenues are programmed. Jurisdictions can request a delay through the Semi-Annual Review process. Refer to the CTFP Guidelines for additional information regarding encumbrance deadlines and delay requests.
- Local jurisdictions are generally required to expend funds within 36 months from the date of encumbrance for CTFP projects. Jurisdictions can request timely use of funds extensions through the Semi-Annual Review process. Refer to the CTFP Guidelines for additional information regarding expenditure deadlines and extension requests.

### Local Fair Share (LFS)

- Per [Attachment B, Section III\(A\)\(10\)\(b\)](#) of the Ordinance, Net Revenues received by local jurisdictions through the LFS program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds. For review purposes, OCTA will track expenditures based on the fiscal year of receipt plus two additional fiscal years. Fiscal year means July 1 through June 30. For example, funds received in March [2024](#), if tracked by fiscal year, should be spent by June 30, [2026](#). The OCTA Board may authorize an extension of up to 24 months beyond the deadline. Since OCTA is tracking this based on fiscal year, the local jurisdiction would have to provide documentation of the original disbursement date in order for that date to be used for the

## Measure M2 Eligibility Guidelines [for FY 2026-27 through FY 2028-29](#)

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deadline and would only be required if the funding is not spent before the end of the applicable fiscal year. Requests for extensions shall be submitted prior to expiration and may be considered by the OCTA Board through the [CTFP](#) Semi-Annual Review process. Requests for extension must include a plan of expenditure.

- Expired funds including interest earned and related revenues must be returned to OCTA. The local jurisdiction will contact OCTA Local Programs and provide the LFS amount for return, per disbursement. For interest earned, documentation supporting the interest amount must also be included. These funds shall be returned for redistribution within the same source program.
- Use of LFS revenues for bonding (including debt service) shall be limited to 25% of the jurisdiction's annual LFS revenues. Bonding or loan must clearly support work that is otherwise eligible for LFS funds. The Board may consider an exception to the percentage limitation policy on a case-by-case basis.
- A separate document prepared by OCTA, "Local Fair Share Guidelines," provides additional detail for eligible uses of LFS revenues and is available for download at <https://www.octa.net/M2Eligibility>.

#### Interest Derived from Net Revenues

- Interest from any M2 competitive funding program and LFS must be held in separate accounts.
- Local M2 interest proceeds must be spent by the local jurisdiction on transportation activities consistent with LFS eligible transportation activities.
- All interest accumulated at the conclusion of M2 is to be expended within three years of the program sunset date (March 31, 2041).

Submittal Frequency: Annually — ~~Next submittal is due~~ by June 30.

City Council/Board of Supervisors approval: Required if a delay is requested.

Documentation Method: Each jurisdiction must document within the Eligibility Checklist (Appendix D) confirmation that the jurisdiction complies with the timely use of Net Revenues throughout the year as outlined in the Ordinance. Net Revenue and Interest balances are reported on the annual Expenditure Report.

## 2.12 Traffic Forums

Traffic Forums are working group sessions for local jurisdictions. Traffic forums provide a venue for local jurisdictions to discuss general traffic and transportation issues, traffic circulation between participating jurisdictions, the coordination of specific projects, and the overall RTSSP. Each jurisdiction must participate in Traffic Forums on an annual basis to ensure eligibility.

Submittal Frequency: ~~Annually~~ — ~~Next submittal is due~~ by June 30,.

City Council/Board of Supervisors approval: Not Required

Documentation Method: Each jurisdiction must document within the Eligibility Checklist (Appendix D) confirmation of its annual participation in a Traffic Forum.

## 2.13 Transit/Non-motorized Transportation in General Plan

As part of the eligible jurisdiction's land use section of the General Plan, the jurisdiction must consider land use planning strategies that accommodate transit and non-motorized transportation. Multi-modal options are vital to a comprehensive transportation network. General Plans should include policies and language that demonstrate a thoughtful approach toward land use planning that encourages and facilitates mobility options.

Submittal Frequency: ~~Annual~~Annually — ~~Next submittal is due~~ by June 30.

City Council/Board of Supervisors approval: Not Required

Documentation Method: Each jurisdiction must document within the Eligibility Checklist (Appendix D) that it considers, as part of the land use section of the General Plan, land use planning strategies that accommodate transit and non-motorized transportation. A letter outlining the approach to land use planning strategies or policies that accommodate transit and non-motorized transportation should be provided with supporting General Plan excerpts. Policy summaries that directly tie land use planning to alternative modes are required.

These may include:

- Pedestrian friendly neighborhoods
- Transit Oriented Development
- Transportation Demand Management programs
- Mixed-use development

## Chapter 3 - Eligibility Determination

### 3.1 Submittal Review Process

The Eligibility submittal process has two distinct phases.

#### First Phase

In the first phase, local jurisdictions submit the Eligibility Checklist, CIP, MOE Certification and land use planning strategies considered in the General Plan on an annual basis. In addition, the PMP, CMP, MFP, and adoption of the Circulation Element for MPAH consistency are due on a biennial basis. The LSSP is due every three years. The periodic submittal schedule of the eligibility requirements is included in Exhibit 3. The applicable eligibility components for a given year must be submitted to OCTA by June 30 (except the Expenditure Report)<sup>8</sup>.

To assist in the initiation of the eligibility process, OCTA hosts eligibility workshops attended by local jurisdictions to prepare for the June 30 submittal date. The workshops outline any changes and provide instructions as to the requirements of the current fiscal year's eligibility cycle. Eligibility package development begins for most local jurisdictions in April and concludes with submittal to OCTA by the June 30 deadline each year.

#### Second Phase

The second phase includes the submittal of the Expenditure Report, which is due six months following the end of the local jurisdiction's fiscal year per the Ordinance. All local jurisdictions must submit their Expenditure Report annually by December 31<sup>9</sup>. OCTA staff typically holds a workshop in July/August to go over the eligibility requirements for submitting an Expenditure Report that is compliant with the Ordinance. The OCTA Finance department reviews Expenditure Reports. However, OCTA's receipt and review of Expenditure Reports does not constitute or confirm OCTA's acceptance or approval of the reporting provided in the Expenditure Report itself, which is ultimately subject to audit review.

### 3.2 Approval Process

Annual eligibility determinations are based upon satisfactory submittal of the required documentation of eligibility outlined in the Ordinance and further described in Chapter 2 of these guidelines. OCTA and/or its representatives perform an administrative review of the data to determine eligibility compliance for M2 funds. Once all eligibility submittals have been received and reviewed, the applicable submittals must be prepared for affirmation of receipt and review by the Taxpayer Oversight Committee (TOC).

#### TOC

M2 established the TOC to provide an enhanced level of accountability for expenditure of Net Revenues under the Ordinance. The TOC is an independent citizens' committee established for overseeing compliance with the Ordinance and ensuring that safeguards are in place to protect the integrity of the overall program. TOC responsibilities include:

- Approval of any amendment to the Ordinance proposed by OCTA which changes the funding categories, programs or discrete projects identified for improvements in the Renewed Measure M Transportation Investment Plan.

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<sup>8</sup> If June 30 falls on a weekend, submittals must be provided to OCTA by the Friday prior.

<sup>9</sup> If December 31 falls on a weekend, submittals must be provided to OCTA by the Friday prior.

- Receive and review select documentation establishing annual eligibility by jurisdictions including the CMP, MFP, Expenditure Report, LSSP, and PMP.
- Verification that OCTA is proceeding in accordance with the M2 Ordinance and is meeting the performance standards outlined in the Ordinance.

The TOC designates the Annual Eligibility Review (AER) subcommittee to first receive and review the required eligibility components for each local jurisdiction on an annual basis. The AER subcommittee affirms that it has completed its receipt and review process annually to the TOC.

In addition, OCTA staff will review items that do not directly require TOC receipt and review and confirm acceptance. After TOC and OCTA's review of all eligibility requirements, OCTA staff will prepare eligibility recommendations for the OCTA Board. The OCTA Regional Transportation Planning Committee reviews the item prior to being considered by the full Board. The Board will make a final determination as to whether or not a local jurisdiction remains eligible for M2 funding on an annual basis.

## **Chapter 4 – Failure to Meet Eligibility Requirements**

### **4.1 Non-Compliance Consequences**

M2 extends a legacy of successful public funding investment in transportation throughout Orange County. The eligibility process includes a review of required compliance components to ensure that programs and funding guidelines are met as defined by the Ordinance. The State Controller’s “Guidelines Relating to Gas Tax Expenditures for Cities and Counties” provides useful information regarding the use of revenues for streets and roads purposes, consistent with Article XIX of the State Constitution. These guidelines are used by OCTA to determine eligibility for MOE expenditures. In addition, other non-Article XIX transportation expenditures may be eligible for certain M2 programs. Local jurisdictions should contact OCTA’s M2 Program Management Office for specific questions on eligible and ineligible expenditures.

OCTA routinely conducts an audit of local jurisdictions’ annual eligibility materials and financial records. Full cooperation is expected to complete the process in a timely manner. Failure to adhere to eligibility compliance components may result in Board action to suspend M2 funds until satisfactory compliance is achieved. For example, failure to meet MOE or other M2 requirements could result in suspension of all M2 formula and competitive grant payments and may prevent approval of awards until specific deficiencies are corrected.

The M2 Ordinance also includes provisions related to misspent M2 funds. For the purposes of this section, “misspent” means misappropriation of public funds, pursuant to state law. If the Board determines that a local jurisdiction has misspent M2 funds, then those funds must be fully repaid, and the Board may deem that jurisdiction ineligible to receive M2 funds for a period of five (5) years.

### **4.2 Board Process Related to Ineligibility**

Eligibility review and determination is a multi-step process, which relies upon an objective review of information by OCTA staff. Actions related to ineligibility are made by the Board.

### **4.3 For Additional Information**

The Eligibility Guidelines have been developed to assist local jurisdictions located throughout Orange County to understand and continue to implement all eligibility requirements to receive M2 funding. The Guidelines provide general summary information regarding all eligibility requirements as well as a comprehensive summary of all responsibilities and actions for which a local jurisdiction must follow to continue their eligibility.

Please contact the following OCTA staff when seeking additional information or clarification regarding any of the Eligibility Guidelines:

**Stephanie Mooney**

Senior Transportation Funding Analyst

(714) 560-5312

[smooney@octa.net](mailto:smooney@octa.net)

**Or**

**Charvalen Alacar**

Section Manager

(714) 560-5401

[calacar@octa.net](mailto:calacar@octa.net)

Appendices:

**Appendix A: M2 Ordinance**

The M2 Ordinance can be found on the Eligibility Website: <https://www.octa.net/OCGoEligibility>  
<https://www.octa.net/M2Eligibility>

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## **Appendix B: Eligibility for New Cities**

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## **Eligibility for New Cities**

### **Eligibility for Fair Share Funds – New Cities**

At the time of incorporation, a new city may adopt current practices previously established by the County of Orange, which have already established eligibility under current M2. As new cities mature, they will adopt their own general plan and growth strategies.

To provide for this transition period, the OCTA Board has previously adopted the following new city eligibility process for Fair Share funds:

- A new city may, at its discretion, adopt the approved PMP of the predecessor governing body as its own, providing these policies are fully enforced.
- Prior to incorporation, the proposed new city must work with OCTA and the Local Agency Formation Commission to identify the variables used in the LFS funds calculation (population, taxable sales, and MPAH mileage). Preliminary data must be identified prior to the date of incorporation.
- The new city will begin accruing LFS funds as of the date of incorporation.
- OCTA will reserve the accrued funds for the new city, pending the determination of eligibility by the Board within one year of the date of incorporation.
- For the new city to receive the reserved accrued funds, OCTA must receive all necessary elements of the eligibility package, complete the necessary review and approval of the package, and the Board must determine the new city eligible to receive M2 funds within one year of the date of incorporation. OCTA recommends the city submit its eligibility package within six months of incorporation to allow sufficient time for OCTA review and approval processes.
- Upon determination of eligibility by the Board, the new city will receive its first LFS payment, including the reserved accrued funds, on the first regular payment cycle following the eligibility determination.
- The first LFS payment will be adjusted to reflect the final calculation (population, taxable sales, and MPAH miles) as determined through the new city eligibility process.
- In the event a new city is determined to be ineligible to receive LFS funds by the Board, the reserved accrued funds and interest on the funds, shall be distributed to the eligible local jurisdictions on a pro-rata basis, until such time that the new city attains eligibility.
- Such new city will begin to accrue funds as of the first day of the first regular accrual period following its determination of eligibility by the Board and receive its first LFS payment on the corresponding regular payment cycle.

### **Eligibility for Competitive Funds – New Cities**

In addition to the new city eligibility process for LFS funds, the Board has adopted the following process for eligibility for competitive funds:

- A new city may apply for competitive funding upon the date of incorporation, however, may not be awarded competitive funding until the new city has been determined eligible to receive LFS funds by the Board, as described above.
- A new city must include an adopted PMP that is consistent with countywide pavement condition assessment standards (Arterial Highway Rehabilitation Program), a General Plan Circulation Element consistent with the MPAH, and a City Council resolution attesting that no unilateral reduction in lanes has been made on any MPAH arterials in its eligibility package for review and approval by the Board.

- Applications for competitive funding by new cities will be considered until such time in the process of the competitive funding program that projects are ranked for award. If the new city has not been determined eligible by the Board by the time projects are ranked for award, any application by the new city for competitive funding will be withdrawn from further consideration. OCTA staff will work with the new city to revise the schedule specific to its time of incorporation in relation to the current competitive funding program process.

### **New Cities – MOE**

M2 requires the development of a method to apply the MOE to new cities without five years of streets and roads data, including cities incorporated during the thirty years the tax is in effect. New cities unable to meet this requirement may use the appeals process to establish a benchmark number that more accurately reflects network needs. A phase-in period of two years has been established for new cities to achieve the approved MOE expenditure requirement.

The approved method uses the following formula to calculate the MOE for new cities:

$$\frac{\textit{Total Countywide MOE Benchmark}}{\textit{Total Countywide Population}} = \textit{Per Capita Expenditure}$$

$$\textit{Per Capita Expenditure} \times \textit{City Population} = \textit{MOE Benchmark for the City}$$

### **Appeals Process**

New cities may appeal the formula benchmark determination above where there is a dispute regarding the city population. OCTA shall use the most recent Census or figures from the State of California Department of Finance. Appeals will be submitted first to the TAC and then to the Board for final determination.

## **Appendix C: Congestion Management Program Checklist**

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# APPENDIX C

## Congestion Management Program (CMP)

Jurisdiction: \_\_\_\_\_

<b>CMP Monitoring Checklist: Level of Service (LOS)</b>					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> <li>• There are no CMP intersections in your jurisdiction.</li> <li>• Factoring out statutorily-exempt activities<sup>1</sup>, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.</b>					
2.	If any, please list those intersections that are not operating at the CMP LOS standards. <ul style="list-style-type: none"> <li>• _____</li> <li>• _____</li> <li>• _____</li> </ul>			<input type="checkbox"/>	
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					

<sup>1</sup> The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within 1/4 mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rail passenger station.

# APPENDIX C

## Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> <li>There are no CMP intersections in your jurisdiction.</li> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.</b>					
2.	If any, please list those intersections that are not operating at the CMP LOS standards. <ul style="list-style-type: none"> <li>_____</li> <li>_____</li> <li>_____</li> </ul>			<input type="checkbox"/>	
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.</b>					
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	c. Include a list of improvements, programs, or actions and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<sup>2</sup> The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination by the state or multi-jurisdictional agencies, traffic generated by high-density residential development within 1/4 mile of a fixed-rail passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rail passenger station.



# APPENDIX C

## Congestion Management Program (CMP)

<b>CMP Monitoring Checklist: Land Use Coordination</b>					
CMP Checklist		YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	<input type="checkbox"/>	<input type="checkbox"/>		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.</b>					
3.	If so, how many?	_____			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).  • _____ • _____ • _____				<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. If any impacted links & intersections were outside your jurisdiction, did your jurisdiction coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					

<sup>3</sup> Exemptions include: any development generating less than 2,400 daily trips, any development generating less than 1,600 daily trips (if it directly accesses a CMP highway), final tract and parcel maps, issuance of building permits, issuance of certificate of use and occupancy, and minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.

# APPENDIX C

## Congestion Management Program (CMP)

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<b>CMP Monitoring Checklist: Capital Improvement Program (CIP)</b>				
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year CIP to OCTA by June 30?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation-related vehicle emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the OCFundtracker CIP provided by OCTA used to prepare the CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				

# APPENDIX C

## Congestion Management Program (CMP)

<b>OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management</b>				
CMP Checklist		YES	NO	N/A
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.</b>				
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
_____		_____		_____
Name (Print)		Title		Signature
				Date

## **Appendix D: Eligibility Checklist**

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# APPENDIX D

## Eligibility Checklist

<b>Jurisdiction:</b>	
----------------------	--

<b>Capital Improvement Program (CIP)</b>		<b>YES</b>	<b>NO</b>
1.	Did you submit your draft or adopted M2 seven-year CIP to OCTA by June 30?	<input type="checkbox"/>	<input type="checkbox"/>
	a. Did you utilize the required OCTA OCFundtracker CIP database?	<input type="checkbox"/>	<input type="checkbox"/>
	b. Have you included projects required to demonstrate compliance with signal synchronization, pavement maintenance, the Congestion Management Program, and environmental clean-up commitments?	<input type="checkbox"/>	<input type="checkbox"/>
	c. Are there any non-transportation related projects included in your M2 CIP? (Note: Projects funded through ECP are considered transportation-related)	<input type="checkbox"/>	<input type="checkbox"/>
	d. Did you include all projects that are partially, fully, or potentially funded by M2 Net Revenues?	<input type="checkbox"/>	<input type="checkbox"/>
	e. The City Council/Board of Supervisors approval date* to adopt the final 7-Year CIP is: _____ *Must be prior to July 31		
<b>Maintenance of Effort (MOE)</b>		<b>YES</b>	<b>NO</b>
2.	Did you submit the MOE certification form (Appendix I) to OCTA by June 30?	<input type="checkbox"/>	<input type="checkbox"/>
	a. Did you provide supporting budget documentation?	<input type="checkbox"/>	<input type="checkbox"/>
	b. Has the MOE Reporting form been signed by the Finance Director or appropriate designee?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Pavement Management Plan (PMP)</b>		<b>YES</b>	<b>NO</b>
3.	Are you required to submit a PMP update to OCTA for this eligibility cycle? Refer to Exhibit 3 for PMP submittal schedule.	<input type="checkbox"/>	<input type="checkbox"/>
	a. If yes, did you use the current PMP Submittal Template (Appendix F)?	<input type="checkbox"/>	<input type="checkbox"/>
	b. If yes, is the adopted PMP consistent with the OCTA Countywide Pavement Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
4.	If you answered "no" to question 3, did you submit a PMP update to OCTA through the previous eligibility cycle by the required deadline?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Resolution of MPAH Consistency</b>		<b>YES</b>	<b>NO</b>
5.	Did you submit a resolution indicating conformance with the MPAH?	<input type="checkbox"/>	<input type="checkbox"/>
	a. Have you enclosed an exhibit showing roadway designations that represent your most current circulation element?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Local Signal Synchronization Plan (LSSP)</b>		<b>YES</b>	<b>NO</b>
6.	Did you adopt and submit an update to the LSSP as part of the current cycle?	<input type="checkbox"/>	<input type="checkbox"/>
	a. Is your LSSP consistent with the Regional Traffic Signal Synchronization Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>

# APPENDIX D

## Eligibility Checklist

<b>Time Limits for Use of Net Revenues</b>		<b>YES</b>	<b>NO</b>
7.	Has your jurisdiction complied with the three-year time limit for the use of Net Revenues over the last year per the requirements outlined in the Ordinance?	<input type="checkbox"/>	<input type="checkbox"/>
	a. If no, has a time extension been requested through the CTFP semi-annual review process for funds subject to expiration?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Supplanting of Developer Commitments</b>		<b>YES</b>	<b>NO</b>
8.	Has your jurisdiction ensured they have not supplanted developer commitments for transportation projects and funding with M2 funds?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Mitigation Fee Program (MFP)</b>		<b>YES</b>	<b>NO</b>
9.	Does your jurisdiction currently have a defined development impact MFP in place?	<input type="checkbox"/>	<input type="checkbox"/>
10.	Has an update to the MFP occurred since the last reporting period?	<input type="checkbox"/>	<input type="checkbox"/>
11.	If yes to 10, has your jurisdiction submitted one or more of the supporting documents outlined in chapter 2.7 of the Eligibility Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Planning Strategies</b>		<b>YES</b>	<b>NO</b>
12.	Does your jurisdiction consider as part of its General Plan, land use planning strategies that accommodate transit and non-motorized transportation?	<input type="checkbox"/>	<input type="checkbox"/>
13.	Have you provided a letter identifying <b>land use planning strategies</b> that accommodate transit and non-motorized transportation consideration in the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>
<b>Traffic Forums</b>		<b>YES</b>	<b>NO</b>
14.	Did representatives of your jurisdiction participate in the regional traffic forum(s)?	<input type="checkbox"/>	<input type="checkbox"/>
	a. If you answered yes, provide date(s) of attendance: _____		
<b>Congestion Management Program (CMP)</b>		<b>YES</b>	<b>NO</b>
15.	Has your jurisdiction completed the required CMP checklist? (Appendix C)	<input type="checkbox"/>	<input type="checkbox"/>

\_\_\_\_\_  
Name (Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## **Appendix E: Resolutions**

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**[RESOLUTION FOR MPAH CIRCULATION ELEMENT CONSISTENCY AND MITIGATION FEE PROGRAMS]**

A RESOLUTION OF THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF \_\_\_\_\_ CONCERNING THE STATUS AND UPDATE OF THE CIRCULATION ELEMENT, AND MITIGATION FEE PROGRAM FOR THE MEASURE M (M2) PROGRAM

WHEREAS, the City/County of \_\_\_\_\_ desires to maintain and improve the streets within its jurisdiction, including those arterials contained in the Master Plan of Arterial Highways (MPAH); and

WHEREAS, the City/County of \_\_\_\_\_ has endorsed a definition of and process for, determining consistency of the City's/County's Traffic Circulation Plan with the MPAH; and

WHEREAS, the City/County has adopted a General Plan Circulation Element which does not preclude implementation of the MPAH within its jurisdiction; and

WHEREAS, the City/County is required to adopt a resolution biennially informing the Orange County Transportation Authority (OCTA) that the City/County's Circulation Element is in conformance with the MPAH and whether any changes to any arterial highways of said Circulation Element have been adopted by the City/County during fiscal years (FY) \_\_\_\_ - \_\_\_\_ and FY \_\_\_\_ - \_\_\_\_; and

WHEREAS, the City/County is required to send biennially to the OCTA all recommended changes to the City/County Circulation Element and the MPAH for the purposes of re-qualifying for participation in the Comprehensive Transportation Funding Programs; and

WHEREAS, the City/County is required to adopt a resolution biennially certifying that the City/County has an existing Mitigation Fee Program that assesses traffic impacts of new development and requires new development to pay a fair share of necessary transportation improvements attributable to the new development; and

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

- a) The arterial highway portion of the Circulation Element of the \_\_\_\_\_ City/County is in conformance with the MPAH.
- b) The City/County attests that no unilateral reduction in through lanes has been made on any MPAH arterials during FY \_\_\_\_ - \_\_\_\_ and FY \_\_\_\_ - \_\_\_\_.
- c) The City/County affirms that it will bring forward requests to amend the MPAH, when necessary, in order to ensure that the MPAH and the General Plan Circulation Element remain consistent.
- d) The City/County reaffirms that the existing Mitigation Fee Program is in effect.

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

**[RESOLUTION FOR LOCAL SIGNAL SYNCHRONIZATION PLAN UPDATE]**

A RESOLUTION OF THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF \_\_\_\_\_  
\_\_\_\_\_ CONCERNING THE UPDATE OF THE LOCAL SIGNAL SYNCHRONIZATION PLAN FOR THE  
MEASURE M (M2) PROGRAM.

WHEREAS, the Orange County Transportation Authority has developed the Regional Traffic Signal Synchronization Master Plan to identify traffic signal synchronization street routes and traffic signals within and across jurisdictional boundaries, and defines the means of implementing the Regional Traffic Signal Synchronization Program; and

WHEREAS, the Regional Traffic Signal Synchronization Program requires that local jurisdictions adopt a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local jurisdictions' efforts to synchronizing traffic signals across local jurisdictions' boundaries; and

WHEREAS, the Local Signal Synchronization Plan must be updated by June 30, ~~2026~~ \_\_\_\_\_ to continue to be eligible to receive Net Revenues as part of Measure 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 City/County adopts and maintains a Local Signal Synchronization Plan which includes goals that are consistent with those outlined as part of the Regional Signal Synchronization Master Plan, including signal synchronization across jurisdictions.
- b) The Local Signal Synchronization Plan identifies traffic signal synchronization street routes, including all elements of the Regional Signal Synchronization Network located within the City/County.
- c) The Local Signal Synchronization Plan includes the traffic signal inventory for all traffic signal synchronization street routes.
- d) The Local Signal Synchronization Plan includes a three-year plan showing capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.
- e) The Local Signal Synchronization Plan includes an update on the status and performance of traffic signal synchronization activities.
- f) The Local Signal Synchronization Plan includes a discussion on the review and revision, as may be necessary, on the timing of traffic signals on the traffic signal synchronization street routes.

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

**[RESOLUTION FOR PAVEMENT MANAGEMENT PLAN ADOPTION]**

A RESOLUTION OF THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF \_\_\_\_\_ CONCERNING THE STATUS AND UPDATE OF THE PAVEMENT MANAGEMENT PLAN FOR THE MEASURE M2 (M2) PROGRAM

WHEREAS, the local jurisdiction is 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, the local jurisdiction is required to adopt and update a Pavement Management Plan (PMP), using the required format, regarding the status of road pavement conditions and implementation of the PMP on a biennial basis; and

WHEREAS, the local jurisdiction is required to provide a plan that manages the preservation, rehabilitation, and maintenance of paved roads by analyzing pavement life cycles, assessing overall system performance costs, and determining alternative strategies and costs necessary to improve paved roads.

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

- a) The PMP is in conformance with the PMP Submittal Template provided in the Countywide Pavement Management Plan Guidelines.
- b) The City/County hereby adopts a PMP and has provided an updated PMP report, using the required format, to OCTA.
- c) The Public Works Director, ~~or~~ or City Engineer ~~or designee~~ is authorized to sign the PMP certification form.

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

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## **Appendix F: PMP Submittal Template**

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## **Appendix G: M2 Expenditure Report Template, Instructions & Resolution**

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# 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.

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

**M2 Expenditure Report Fiscal  
Year Ended June 30, 20\_\_\_\_\_  
Beginning and Ending Balances**

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

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

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

**M2 Expenditure Report Fiscal  
Year Ended June 30, 20\_\_\_\_\_  
Sources and Uses**

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

- Planning, environmental, or design related to construction.
- Salaries and expenses of employees in connection with construction (direct costs).

#### **Line 2: New Street Construction**

- 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.
- Streetscape including original landscaping, tree planting, and similar work.

#### **Line 3a: Street Reconstruction**

- Any non-pavement related work that materially increases the service life of the original project.

#### **Line 3b: Street Reconstruction - Pavement**

- Improvement of pavement surfaces through heavy, non-routine maintenance designed to achieve a ten-year service life, which typically includes:
  - Resurfacing to a thickness greater than one inch.
  - Resurfacing to a thickness less than one inch if the project has been determined by the city engineer that such work is properly classified as construction.
  - Placing sufficient new material on the street or road to substantially improve the quality of the original surface

#### **Line 4: Signals, Safety Devices, & Street Lights**

- Construction of traffic islands and other traffic safety devices.
- Transit facilities including, but not limited to, bus stops, shelters, and maintenance facilities.
- 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).

#### **Line 5: Pedestrian Ways & Bike paths**

- Construction of bikeways when they are an integral part of the roads and highways system.
- Construction of bicycle or pedestrian underpasses or overhead crossings for general public use.
- Installation or extension of curbs or sidewalks.

**Line 6: Storm Drains**

- A complete reconstruction or an addition to a culvert.
- Extending old culverts and drains and replacing headwalls.
- Installation or extension of gutters, or underdrains.

**Line 7a: Storm Damage**

- Extensive repair or replacement due to damage resulting from storm or flood.

**Line 7b: Storm Damage - Pavement**

- Extensive pavement repair due to damage resulting from storm or flood.

**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 is defined as the preservation and upkeep of a street or road constructed condition, and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Maintenance expenditures include the following:

- Salaries and expenses of employees in connection with maintenance and/or operations (direct costs).

**Line 11: Patching**

- Patching, repairing, surface treating, and joint filling on traveled ways and shoulders.
- Jacking concrete pavements and patching operations including base restoration.

**Line 12: Overlay & Sealing**

- Resealing street or road shoulders and side street and road approaches.
- Street and road resurfacing projects.

**Line 13: Street Lights & Traffic Signals**

- 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.

**Line 14: Storm Damage**

- 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.

**Line 15a: Other Street Purpose Maintenance**

- Please provide description of other types of street maintenance that do not fall into the categories listed above.
- This includes 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.
- For example: general utility services such as roadside planting, tree trimming, street cleaning, snow removal, and general weed control.

**Line 15b: Other Street Purpose Maintenance - Pavement**

- Pavement management program administration (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.

**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 <sup>+</sup>	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2 <sup>2</sup>	Other M2 Interest	Other*	TOTAL
<b>Indirect and/or Overhead</b>	1														\$
<b>Construction &amp; Right-of- Way</b>															
New Street Construction	2														\$
Street Reconstruction	3a														\$
Street Reconstruction - Pavement	3b														\$
Signals, Safety Devices, & Street Lights	4														\$
Pedestrian Ways & Bike paths	5														\$
Storm Drains	6														\$
Storm Damage	7a														\$
Storm Damage - Pavement	7b														\$
<b>Total Construction<sup>1</sup></b>	8														\$
Right of Way Acquisition	9														\$
<b>Total Construction &amp; Right-of-Way</b>	10														\$
<b>Maintenance</b>															
Patching	11														\$
Overlay & Sealing	12														\$
Street Lights & Traffic Signals	13														\$
Storm Damage	14														\$
Other Street Purpose Maintenance*	15a														\$
Other Street Purpose Maintenance - Pavement	15b														\$
<b>Total Maintenance<sup>1</sup></b>	16														\$
<b>Other</b>	17														\$
<b>GRAND TOTALS (Sum Lines 1, 10, 16, 17)</b>	18	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Finance Director Confirmation</b>	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 jurisdiction's 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.  <b>Finance Director initials:</b> _____													

<sup>1</sup> Includes direct charges for staff time

+ Transportation related only

<sup>2</sup> 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 one sentence) for all projects that utilized any portion of Measure M2 (M2) Local Fair Share funding. Select the type of expenditure category from the drop-down list that best applies to the project. Please include the total amount of **M2 Local Fair Share** funds **only** that were expended, as well as any Local Fair Share interest expended. A map of the listed project/improvement locations may be requested by staff.



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 20 -    MOE benchmark dollar amount<sup>10</sup>.

\_\_\_\_\_  
Director of Finance (Print Name)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

<sup>10</sup> 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 June 30, \_\_\_\_.

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

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## **Appendix H: Arterial Highway Mileage Change Report**

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## **Appendix I: Maintenance of Effort Certification Form**

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# APPENDIX I

## Maintenance of Effort (MOE) Certification Form

**Jurisdiction:** \_\_\_\_\_

**Type of GENERAL FUND Transportation Expenditures:**

Please complete and attach supporting budget documentation for each line item listed below.

MAINTENANCE	Total Expenditure
<b>Subtotal Maintenance</b>	<b>\$</b>

CONSTRUCTION	Total Expenditure
<b>Subtotal Construction</b>	<b>\$</b>

INDIRECT /OTHER	Total Expenditure
<b>Subtotal Indirect /Other</b>	<b>\$</b>

Total General Fund Transportation Expenditures	\$
(Less Total MOE Exclusions <sup>1</sup> )	\$
<b>MOE Expenditures</b>	\$
<b>MOE Benchmark Requirement<sup>2</sup></b>	\$
<b>(Shortfall)/Surplus</b>	\$

**Certification:**

I hereby certify that:

- 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 Measure M2 Eligibility purposes and;
- The City/County of \_\_\_\_\_’s MOE Certification Form 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 \_\_\_\_\_ certifies that the budgeted MOE expenditures meet or exceed the fiscal year (FY) 20\_\_ - \_\_ MOE benchmark requirement<sup>3</sup>.

\_\_\_\_\_  
Finance Director Signature

\_\_\_\_\_  
Finance Director (Print Name)

\_\_\_\_\_  
Date

<sup>1</sup> Funding sources include Measure M, federal, state, redevelopment, and bond financing.

<sup>2</sup> Please refer to Exhibit 2 in the M2 Eligibility Guidelines for the City’s MOE benchmark requirement.

<sup>3</sup> 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.

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## **Appendix J: Local Fair Share Guidelines**

The M2 Local Fair Share Guidelines can be found on the Eligibility Website:  
<https://www.octa.net/M2Eligibility>

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## Appendix **K**: Acronyms

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Acronym	Description
AHRP	Arterial Highway Rehabilitation Program
AER	Annual Eligibility Review (Subcommittee)
ASTM	American Society for Testing and Materials
CCI	Construction Cost Index
CFD	Community Facilities District
CIP	Capital Improvement Program
CMP	Congestion Management Program
CMPHS	Congestion Management Program Highway System
CTFP	Comprehensive Transportation Funding Programs
ECP	Environmental Cleanup Program (Project X)
FY	Fiscal Year
GIS	Geographic Information System
LAFCO	Local Agency Formation Commission
LFS	Local Fair Share (Project Q)
LOS	Level of Service
LSSP	Local Signal Synchronization Plan
M2	Measure M2
MFP	Mitigation Fee Program
MOE	Maintenance of Effort
MPAH	Master Plan of Arterial Highways
OCTA	Orange County Transportation Authority
OCTC	Orange County Transportation Commission
PCI	Pavement Condition Index
PMP	Pavement Management Plan
RCP	Regional Capacity Program (Project O)
RTSSMP	Regional Traffic Signal Synchronization Master Plan
RTSSP	Regional Traffic Signal Synchronization Program (Project P)
SCAQMD	South Coast Air Quality Management District
SF	Square Foot
TAC	Technical Advisory Committee
TDM	Traffic Demand Management
TIA	Traffic Impact Analysis
TOC	Taxpayer Oversight Committee
TOD	Transit Oriented Development
TSC	Technical Steering Committee

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# Countywide Pavement Management Plan Guidelines

**April 2026**





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### Chapter 1 – Introduction

On November 6, 1990, the voters in Orange County approved a ½-cent sales tax for transportation improvements known as Measure M. This sales tax includes funding for streets and roads that is available to local agencies through both a formula distribution and a competitive process. On November 6, 2006, voters approved a renewal of Measure M to continue the ½-cent sales tax for thirty years, beginning in 2011.

#### Background

The primary goal of these guidelines is to ensure consistent field data collection and reporting procedures so that countywide funding allocations can be based on agency comparable pavement conditions.

Given that all agencies are using uniform data collection procedures, the Orange County Transportation Authority (OCTA) can answer typical questions such as:

- What is the average countywide condition of local streets and roads? For individual streets? For Arterial Highways?
- Which streets have a higher priority and need to be funded first?
- How much does it cost to bring them up to an acceptable condition?
- How much will it cost to maintain them in an acceptable condition over the next seven years or more?
- What are the impacts on pavement condition at the existing funding levels?

Training is provided, periodically, by OCTA to maintain consistency in data collection procedures and assist local agencies in the use of pavement management software.

*The goal is to ensure a reliable, consistent, and uniform approach to data collection and reporting.*



### Eligibility Requirements

One of the eligibility requirements included in Measure M2 (M2) specifies that each local jurisdiction must adopt and update a Pavement Management Plan (PMP) every two years. All agencies must use a common format as part of the countywide pavement management effort conforming to American Society for Testing and Materials (ASTM) Standard D6433. In 2010, the OCTA adopted Paver (formerly known as MicroPaver) as the countywide standard PMP software and all agencies participating in M2 were required to adopt this software for consistency in reporting pavement management conditions. In 2011, all local agencies submitted PMPs that were in conformance with the requirements in the PMP Guidelines. Local agencies may now also utilize StreetSaver, since it is in conformance with ASTM Standard D6433. The PMP must include:

- The current status of road pavement conditions;
- A seven-year plan for road maintenance and rehabilitation (including projects, funding, and any unfunded backlog of pavement needs);
- The projected pavement condition resulting from the maintenance and rehabilitation plan; and
- Alternative strategies and costs necessary to improve road pavement conditions.

### Local Match Reduction

In addition to the above requirements, a local agency match reduction of 10% of the eligible cost for projects submitted for consideration of Project O funding through the Comprehensive Transportation Funding Programs (CTFP) call for projects is available if the local jurisdiction either:

- a. Shows measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local street categories;

or

- b. Road pavement conditions during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

## Chapter 2 – Pavement Management Plan Guidelines

These guidelines and procedures are necessary for Orange County agencies to implement and update their PMPs with respect to conducting condition surveys. This is required to certify conformance with the criteria stated in OCTA’s Ordinance No. 3. This ordinance requires that a PMP be in place and maintained to qualify for an allocation of net revenues generated from M2. A copy of Ordinance No. 3 is available from OCTA. PMP Certification is part of the submittal required for each agency (see Appendix A).

The pavement management guidelines are discussed under the following categories:

1. Condition Survey Protocols
2. Inspection Frequency
3. Countywide Assessment Standards
4. Quality Assurance/Quality Control (QA/QC) Plan
5. Re-inspections
6. Prequalification/Calibration of Inspectors
7. Pavement Management Software Training
8. Pavement Management Data Files

### Condition Survey Protocols

In 1998, OCTA adopted condition survey protocols that required the collection of certain surface distresses as a minimum for both asphalt concrete and Portland cement concrete pavements. These distresses were common to the variety of pavement management systems then in use by Orange County local agencies. Based on the usage of a common county-wide software, it is now possible to include all of the distresses in ASTM Standard D6433 “Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys” in these Guidelines. These surface distresses are as follows:

#### **Asphalt Concrete (AC)**

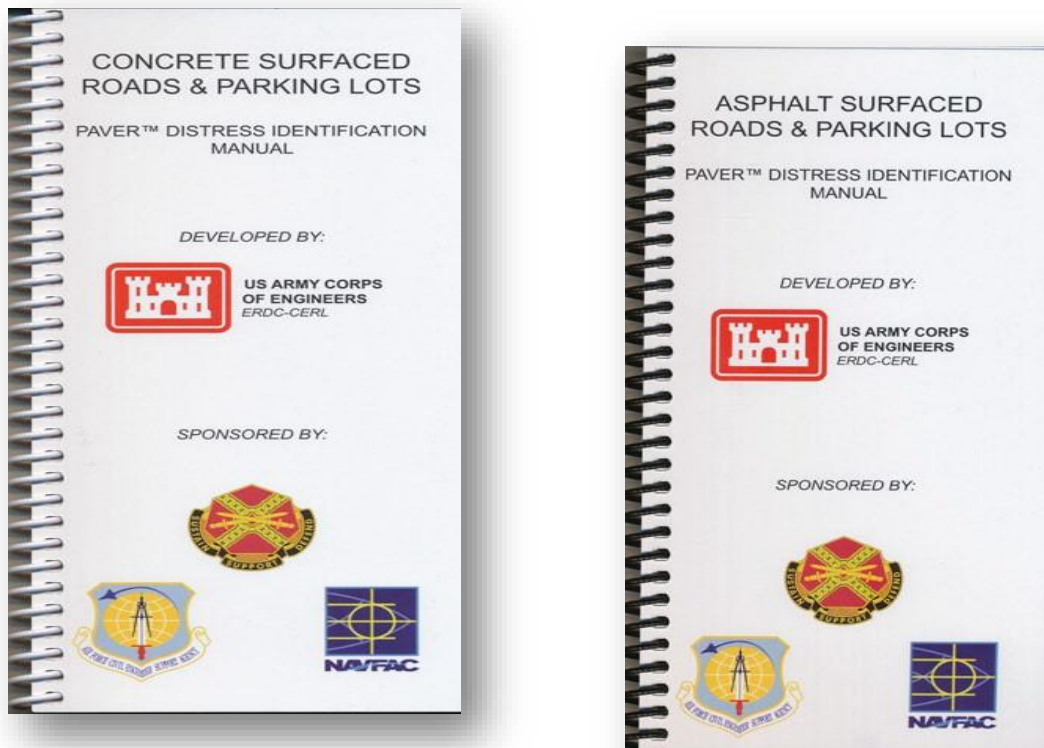
1. Alligator or Fatigue Cracking
2. Bleeding
3. Block Cracking
4. Bumps and Sags
5. Corrugation
6. Depression
7. Edge Cracking
8. Joint Reflection Cracking
9. Lane/ Shoulder Drop-off
10. Longitudinal Cracking
11. Patching and Utility Cut Patching
12. Polished Aggregate
13. Potholes
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Raveling
20. Weathering (Surface Wear)

#### **Portland Cement Concrete (PCC)**

1. Blowup/ Buckling
2. Corner Break
3. Divided Slab
4. Durability (“D”) Cracking
5. Faulting
6. Joint Seal Damage
7. Lane/ Shoulder Drop-Off
8. Linear Cracking
9. Patching, Large And Utility Cuts
10. Patching, Small
11. Polished Aggregate
12. Popouts
13. Pumping
14. Punchout
15. Railroad Crossing
16. Scaling
17. Shrinkage Cracks
18. Spalling, Corner
19. Spalling, Joint

The distress definitions, severity levels, and measurement methods are based on criteria described in Pavement Management for Airports, Roads and Parking Lots<sup>1</sup>. This reference has been formalized as ASTM Standard D6433<sup>2</sup>. ASTM's copyright does not allow for electronic distribution or copying of this standard. However, a link to purchase the standard is included in the footnote. OCTA's guidelines follow ASTM D6433, with a few minor exceptions.

In addition, field manuals are available from the military Tri-Services (US Army Corps of Engineers, Naval Facilities Engineering Command, and Air Force Civil Engineer Center)<sup>3,4</sup>. The field manuals include photographs of distress types and detailed descriptions and definitions, and are intended for the field inspector. All personnel involved with inspection or performing condition surveys must have read and understood these manuals.



Note that both ASTM D6433 and these field manuals contain 20 distresses and 19 distresses for AC and PCC pavements, respectively. These distresses are now required for data collection.

<sup>1</sup> Shahin, M.Y. *Pavement Management for Airports, Roads and Parking Lots*, Chapman & Hall, 1994.

<sup>2</sup> ASTM D6433 – *Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*. A copy may be purchased at <https://www.astm.org/d6433-24.html>, <https://store.astm.org/d6433-24.html>.

<sup>3</sup> *Paver Distress Identification Manual: Asphalt-Surfaced Roads and Parking Lots*, U.S. Army Corps of Engineers, Construction Engineering Research Laboratories, June 2009. To purchase, go to <https://transportation.ercd.dren.mil/paver/index.htm>.

<sup>4</sup> *Paver Concrete Distress Identification Manual: Concrete Surfaced Roads and Parking Lots*, U.S. Army Corps of Engineers, Construction Engineering Research Laboratories, June 2009. To purchase go to <https://transportation.ercd.dren.mil/paver/index.htm>.

OCTA allows windshield, walking, and calibrated automated surveys. It is recommended that windshield surveys be supplemented with walking surveys.

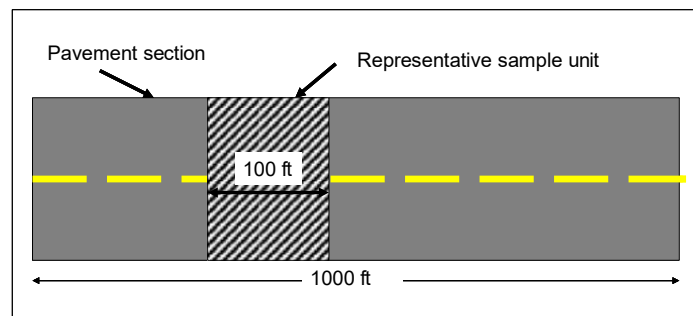
In a windshield survey, the inspector travels in a vehicle at slow speeds (5 to 10 mph) and observes the pavement condition from within the vehicle. The entire length of the pavement section is driven and observed. A driver is required for safety reasons, with the inspector/recorder in the passenger side of the vehicle. The inspector should have a list of street sections to be surveyed and a planned route.

The entire pavement section is surveyed, and the distress data are estimated and recorded. In situations where the distresses need closer examination, or where there are difficulties in observation, the inspector should stop the vehicle and walk the pavement section to verify the distresses observed from the vehicle.

All field data collection procedures should conform to the local agency's safety practices and should be included in the QA/QC Plan (see Appendix A).

When walking surveys are used, the following procedure should be followed:

1. Each pavement section must be inspected using sample units. Individual sample units should be representative of the pavement section conditions and may be marked or identified to allow easy location for quality control purposes. Paint marks along the edge or sketches with locations connected to physical pavement features are acceptable. The figure below illustrates the definition of a pavement section and a representative sample unit.



2. The area of AC sample units should be  $2500 \pm 1500$  square feet, and for PCC sample units, this should be  $20 \pm 8$  slabs. The total inspected area or slabs for a pavement section must be at least 10% of the total pavement section area or slabs. This is an exception to the procedure described in ASTM D6433.

For example, a pavement section 950 feet long and 32 feet wide must have at least one sample unit (typically 100 feet long x 32 feet wide = 3200 sf). Longer sections will require multiple sample units.

3. Additional sample units are to be inspected only when non-representative distresses are observed. Typically, these will be distresses that are localized in nature and not representative of the entire pavement section e.g. high severity alligator cracking found near bus pads, rutting in intersections, distresses due to landscape watering/ponding etc.



4. Conduct the distress inspection by walking on the pavement shoulder or sidewalk adjacent to the sample unit being surveyed, measuring the quantity of each severity level of every distress type present, and recording the data. Each distress must correspond in type and severity to that described in the Paver Distress Identification Manuals.
5. A copy of the recorded distress data should be provided on a weekly basis to the responsible agency personnel for quality assurance.

It should be noted that windshield surveys, while reasonably fast and inexpensive, do have shortcomings. Chief among these are that low-severity distresses are difficult to identify in this procedure, and consequently, the PCI may be significantly higher than it ought to be. A pavement may therefore be selected for a slurry seal when a thin overlay is more appropriate or for a thin overlay when a thick overlay is more appropriate. This may result in treatments that are not cost-effective.

When certain pavements are a high priority (usually those with high traffic volumes or other distinctive features) for a local agency, walking surveys are preferred to ensure that all pertinent distresses are captured, although windshield surveys are the minimum standard. For residential or local streets, windshield surveys are acceptable.

When automated or semi-automated surveys are used, the following procedure should be followed.

The Local Agency should:

- Establish a series of test sites
- Determine the distress data on those sites using a walking survey
- Compare the data from the automated equipment with the walking survey data.

It is desirable for the PCI values from the automated survey to be within plus or minus five PCI points of the values obtained from the walking survey. However, plus or minus ten PCI points is generally considered acceptable. Any site with a difference greater than ten PCI points should be carefully rechecked to determine the cause for the discrepancy. The agency must then make a judgement whether the automated data is acceptable.

OCTA's role is limited to the evaluation of the distress data submitted by the agencies and does not include a verification or evaluation of the automated equipment or procedure used by the agency submitting the automated survey.

### **Inspection Frequency**

All streets identified on the MPAH must be surveyed at least once every two years. All local streets must be surveyed at least once every six years. This is a requirement of OCTA's PMP certification program.



## Countywide Assessment Standards

In 1998, OCTA adopted the countywide pavement condition assessment standards for treatments as shown in Table 2.1.

**Table 2.1 Pavement Condition Assessment Standards**

Pavement Quality	PCI Thresholds	Funded Treatment
Very Good	86-100	None
Good	75-85	Surface seal*
Fair	60-74	Thin overlay
Poor	41-59	Thick overlay
Very Poor	0-40	Reconstruction

\* Not eligible for CTFP competitive funding program

Note that Table 2.1 does NOT preclude other treatments that a local agency may choose to select or use. Indeed, there have been many new pavement technologies and techniques introduced since 1998 that a local agency should consider for preventive maintenance, and which may be funded under the M2 Fair Share program. **The treatments in Table 2.1 are intended to identify the types of treatments that OCTA will fund under the competitive grant program only. Treatment strategies are ultimately the decisions of local agencies.**

## Quality Assurance/Quality Control (QA/QC) Plan

A QA/QC plan must be prepared by all agencies. The purpose of the QA/QC plan is to ensure that all procedures used to collect distress data comply with OCTA’s guidelines and result in the delivery of a quality data product. The QA/QC plan should also provide for corrective actions when deficiencies are encountered. As a minimum, the following components must be included:

- a. Description of condition survey procedures (distress types, severities) or reference to the relevant documents in Chapter 3. All procedures, changes or modifications should be well documented in the QA/QC plan so that future updates will be consistent. In particular, unique situations are especially important, and their documentation should be included.
- b. How data will be collected (windshield, walking, automated or combination of methods).
- c. Accuracy required for data collection.
- d. Description of how data will be checked for accuracy by agency (e.g. re-inspections).
- e. Schedule for when data will be submitted to local agency staff.
- f. Experience of inspectors including past training on condition surveys or calibration procedures.
- g. Field data collection safety procedures.



Any findings that may compromise data integrity and consistency should be discussed and corrected. Examples of these include differences in survey methods from the last update (e.g. changing from windshield to walking surveys), collecting additional distress types and unique situations that may not lend themselves to existing condition survey procedures (e.g. gap-graded mixes, edge cracking with unpaved shoulders).

Prior to performing any work, local jurisdictions must review the QA/QC plan with inspection personnel.

A copy of the QA/QC plan must be submitted to OCTA together with the PMP certification.

### **Re-inspections**

As part of any QA/QC process, it is essential to re-inspect portions of the network with different personnel than those performing the condition surveys. Re-inspections should be performed within one month of the original date of collection as pavement data will change with time, and during the winter, may change very rapidly.

The data to be re-inspected should include distress types, severities and quantities collected during the survey. At least 5% of the pavement sections should be re-inspected.

The selected sections for re-inspections should be representative of the local agency's network. This should include sections from:

- All functional classifications (i.e. MPAH and residential/local)
- All surface types (i.e. AC and PCC)
- Entire range of pavement conditions (i.e. good, fair, poor)
- All significant changes in PCI (i.e. sections with more than  $\pm 10$  PCI points a year with no plausible explanations should be targeted for re-inspections)
- All inspectors
- Different geographical areas

### **Acceptability Criteria**

In general, inspectors should identify distress types accurately 95% of the time. Linear measurements should be considered accurate when they are within  $\pm 10\%$  if re-measured, and area measurements should be considered accurate when they are within  $\pm 20\%$  if re-measured.

For the data to be acceptable, 90% of the re-inspected sections must be within  $\pm 10$  PCI points.

If the results of the re-inspections do not meet the above criteria, all inspections should be immediately halted and any differences should be identified and discussed. Corrective actions should be taken immediately. The local jurisdiction should then perform re-inspections of an additional 5% of the pavement sections.



### Prequalification/Calibration of Inspectors

Prequalification or calibration of inspectors ensures that proper procedures are followed and that the results obtained are within acceptable variability ranges. This will be implemented by OCTA.

Briefly, the procedures to prequalify or calibrate inspectors are as follows:

- a. OCTA will select approximately 20 pavement sections to be used as control or test sites. Collectively, the control sites should exhibit common distress types and levels of severity that will be encountered in the pavement network and should be across all functional classes, pavement age, surface type, pavement condition and distresses.
- b. OCTA will conduct manual inspections of the control sections through a walking survey. This process will involve at least two experienced inspectors following established survey protocols, as outlined in Appendix A and ASTM D6433, including any modifications. The inspections will determine the baseline PCI for each control section.
- c. The candidate inspectors should then survey the same pavement sections within one month of the control surveys established in Step (b). The data for the sections should be collected and submitted to OCTA as soon as they are completed.
- d. Candidate inspectors will include calculated PCI values in their survey documentation. These values must be computed using appropriate software applications, such as Paver or StreetSaver. Manually calculated PCI values will not be accepted.
- e. OCTA will compare the PCI values reported by the inspectors with the baseline PCI values using the acceptability criteria outlined below.

### Acceptability Criteria

The criteria for acceptability are:

a.  $nRMSE \leq 1.30$  (Equation 1)

Where:

$$nRMSE = \sqrt{\frac{\sum_{i=1}^n \left( \frac{RPCI_i - BPCI_i}{SD_{PCI}} \right)^2}{n}}$$
 (Equation 2)

Where:

$nRMSE$  = Normalized root mean square error or deviation – measures the difference between candidate inspector-reported PCI values and the baseline PCI values. The differences in PCI are divided by the standard deviation expected for a given control section ( $SD_{PCI}$ ) to allow for more error on sections with more distress. The resulting value indicates the number of standard deviations by which inspector-reported PCI values deviate from the baseline survey, on average.

$RPCI_i$  = PCI reported by inspector for control section  $i$

$BPCI_i$  = Baseline (ground truth) PCI for control section  $i$



$n$  = Number of control sections

$SD_{PCIi}$  = Standard deviation for control section  $i$  calculated using Equation 3:

$$SD_{PCIi} = \frac{115.882 - BPCI_i}{5.294} \quad (\text{Equation 3})$$

Where  $BPCI_i$  has already been described above. Equation 3 yields a standard deviation of 3 PCI points when the baseline PCI is 100 and standard deviation of 20 PCI points when the baseline PCI is 20.

- b. Inspectors that obtain nRMSE values higher than 1.30 will be allowed to re-inspect and re-submit PCI values for three or more control sections. OCTA will indicate the three control sections where the inspectors showed the highest deviations from the baseline survey. Re-inspections are allowed only once. The normalized root mean square error (nRMSE) will be recalculated and the criteria described at point (a) applied.
- c. All inspections must be performed independently by each inspector.
- d. Inspectors will be individually prequalified.
- e. At least one inspector of a consultant firm or local agency staff must be prequalified for a submitted Pavement Management Plan to be considered compliant with these Guidelines

### Pavement Management Software Training

Local agencies may utilize either PAVER or StreetSaver® software for their PMPs, as long as they conform to ASTM D6433 and these guidelines. At least one representative of the local agency must be familiar with the PMP software utilized and have attended one training class. In the case of PAVER, training classes are conducted regularly. The American Public Works Association (APWA) conducts “hands-on” PAVER training for a fee, at least once a year (see [www.apwa.org](http://www.apwa.org) for more information). Web-based training programs on specific modules are also available for a fee and broadcast schedules are periodically posted on the APWA website.

The Metropolitan Transportation Commission (MTC) provides free training classes on their StreetSaver® software program as well as field condition surveys. Typically, two field training classes are conducted annually; one in Northern California and one in Southern California (see [mtc.ca.gov](http://mtc.ca.gov) for more information). There are enough similarities between StreetSaver’s and PAVER’s condition surveys that this training class will benefit any inspector new to the process.

OCTA offers limited software and field training focusing on those items to be included in the biennial PMP submittals. However, the training is not mandatory but highly recommended for any local agency submitting a Pavement Management Plan to OCTA. This training is sufficient to satisfy the training requirement of these Guidelines. Both software and field training may be offered online at the discretion of OCTA.



### Pavement Management Data Files

The Pavement Management data files shall be submitted to OCTA in spreadsheet and Geographic Information System (GIS) format (Appendix A). This must include the following information:

- Street name and limits for all public streets
- Street identifiers (Branch ID, Section ID)
- Direction (if applicable)
- Beginning and ending of each section
- Length, widths and true areas
- Functional Classification (MPAH, local)
- Number of travel lanes
- PCI and date of inspection
- Type of recommended treatment
- Cost of recommended treatment
- Street geometry as linear or polygon features

Public alleys formally accepted as part of the local agency's street system may be included in the PMP submittal at the local agency's option. Public parking lots and private streets shall not be included in this submittal.

If the agency is unable to provide pavement data in the requested GIS format, a request for exception must be submitted by the agency. When requesting an exception, the agency must provide a letter signed by the Public Works Director with an explanation and a timeline of when the agency will have the capabilities of providing pavement data in the required GIS digital format. Cost to convert pavement data to GIS digital format is an eligible expense under Local Fair Share.

## Chapter 3 – Agency Submittals

Local agencies must submit to OCTA the following as part of the biennial certification:

1. PMP Agency Submittal Template (See Appendix A)
2. PMP certification (see Page A-5)
3. QA/QC plan (see Pages A-17 – A-21)
4. Pavement management data files in a form usable by OCTA (see Page 2-7)
5. PMP “hard copies” which include the following:
  - a. Average (weighted by area) PCI as of June 30 of the submittal year for:
    - i. Entire pavement network
    - ii. MPAH roadways
    - iii. Local streets
  - b. Projected PCI under existing funding levels, by year, over the next seven years for:
    - i. Entire pavement network
    - ii. MPAH roadways
    - iii. Local streets
  - c. Seven-year plan for road maintenance and rehabilitation based on current and projected budget, identifying street sections selected for treatment. Specific data to be submitted are:
    - i. Street name
    - ii. Limits of work
    - iii. Lengths, widths
    - iv. Pavement areas
      1. Each street
      2. Total area for local streets
      3. Total area for MPAH roadways
      4. Total area for entire public streets network
    - v. Functional classification (i.e. MPAH or local street)
    - vi. PCI and most recent date of inspection
    - vii. Type of treatment
    - viii. Cost of treatment
    - ix. Year of treatment
  - d. Alternative funding levels required to:
    - i. Maintain existing average network PCI
    - ii. To improve average network PCI
  - e. Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
  - f. Centerline mileage for MPAH, local streets, and total network.
  - g. Percentage of total network in each of the five condition categories based on centerline miles.
6. In order to be eligible for the local match reduction of 10%, the local jurisdiction must either:

- a. Show measurable improvement of paved road conditions during the previous reporting period, defined as an overall weighted (by area) average system improvement of one PCI point with no reduction in the overall weighted (by area) average PCI in the MPAH or local street categories;

or

- b. Have road pavement conditions for the overall network during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher.

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## Appendix A – Pavement Management Plan Submittal Template

The following template shall be used to submit the required Pavement Management Plan to OCTA. The Word document is available for download at [octa.net/OCGoEligibility](https://www.octa.net/OCGoEligibility)  
<https://www.octa.net/M2Eligibility>.

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Agency

# Pavement Management Plan

Prepared by: [Author name]  
Submitted to OCTA: [Date]

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## I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on Month, Year for Arterial (MPAH) streets and Month, Year 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 Month, Year.
- Percentage of all sections of pavement needing:
  - Preventative Maintenance: Type here%
  - Rehabilitation: Type here%
  - Reconstruction: Type here%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$Type here
  - Following biennial period \$Type here
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$Type here
  - Following biennial period \$Type here
- 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 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)

\_\_\_\_\_  
Jurisdiction

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date

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



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## II. Executive Summary

Click here to enter text.

### III. Background (Optional)

Click here to enter text.



#### IV. Current Pavement Conditions (PCI)

Current Network PCI	Current MPAH PCI	Current Local PCI

#### V. Projected Pavement Conditions (PCI)

Should be by projected PCI by year under existing or expected funding levels for next seven fiscal years (“Today” is before June 30, ~~2025~~).

Fiscal Year	Current Funding	Entire Network PCI	MPAH	Local
Today				
<del>2025-26</del>				
<del>2026-27</del>				
<del>2027-28</del>				
<del>2028-29</del>				
<del>2029-30</del>				
<del>2030-31</del>				
<del>2031-32</del>				



## VI. Alternative Funding Levels

### Maintain Existing Average Network PCI

Fiscal Year	Maintain Funding	Entire Network PCI	MPAH	Local
Today				
2025-26				
2026-27				
2027-28				
2028-29				
2029-30				
2030-31				
2031-32				

### Improve Average Network PCI

Fiscal Year	Current Funding	Entire Network PCI	MPAH	Local
Today				
2025-26				
2026-27				
2027-28				
2028-29				
2029-30				
2030-31				
2031-32				



**VII. Current and Projected Backlog by Year of Pavement Maintenance Needs**

Fiscal Year	Current Funding Backlog	Maintain PCI Backlog	Increase PCI Backlog
<b>Current</b>			
2025-26			
2026-27			
2027-28			
2028-29			
2029-30			
2030-31			
2031-32			

**VIII. Centerline Mileage**

Entire Pavement Network	MPAH	Local Roads

**IX. Percentage of Network in Each of Five Condition Categories Based on Centerline Miles**

Condition Category	PCI Range	Network	Percent Area of Total Pavement	Area of Pavement (sf)	Percent Centerline Mileage of Network	Centerline Mileage of Network
Very Good	86-100	MPAH	%		%	
		Local	%			
Good	75-85	MPAH	%		%	
		Local	%			
Fair	60-74	MPAH	%		%	
		Local	%			
Poor	41-59	MPAH	%		%	
		Local	%			
Very Poor	0-40	MPAH	%		%	
		Local	%			

## **X. Reduction in Local Match**

A local agency match reduction of 10% of the eligible cost for Project O submitted for consideration of funding through the Comprehensive Transportation Funding Programs (CTFP) call for projects is available if the local agency either:

- a. Shows measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local street categories;

*or*

- b. Have road pavement conditions during the previous reporting period, within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in “good condition”.

If applicable, please use the space below to justify the local agency’s eligibility for a reduction in Local Match based on the statement above.

[Click here to enter text.](#)



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**XI. Appendix A – Seven-Year Road Maintenance and Rehabilitation Plan Based on Current or Expected Funding Level and Maintenance of Current System PCIs**

The seven-year plan for road maintenance and rehabilitation should be based on current and projected budget. Street sections selected for treatment should be identified here. Specific data to be submitted should follow the format below:

<b>MPAH</b>								
	<b>Limits of Work</b>							
<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Length of Segment</b>	<b>Width of Segment</b>	<b>Pavement Area</b>	<b>Type of Treatment</b>	<b>Cost of Treatment</b>	<b>Year of Treatment</b>

<b>LOCAL</b>								
	<b>Limits of Work</b>							
<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>Length of Segment</b>	<b>Width of Segment</b>	<b>Pavement Area</b>	<b>Type of Treatment</b>	<b>Cost of Treatment</b>	<b>Year of Treatment</b>

Please attach the seven-year road maintenance and rehabilitation plan, following the above template, after this sheet. The plan should be labeled Appendix A.



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## XII. Appendix B – Complete Listing of Current Street Conditions

A complete listing of current pavement conditions should be included in this report. Specific data to be submitted should follow the format below:

MPAH						
Street Name	From	To	Width of Segment	Area	Current PCI	Most Recent Inspection Date

LOCAL						
Street Name	From	To	Width of Segment	Area	Current PCI	Most Recent Inspection Date

Please attach the complete street listing, following the above template, after this sheet. The pages should be labeled Appendix B.

### **XIII. Appendix C – GIS Digital Data**

#### **Introduction**

The OCTA GIS Section maintains a spatial inventory of transportation infrastructure which mostly consists of major arterial streets, roads, and highways. A key component of road information is pavement condition. Maintaining an inventory of pavement condition will enhance OCTA’s GIS visualization and analysis capabilities and assist in understanding the transportation investment needs throughout the region. Therefore, a GIS dataset in digital format should be included in this report.

If the agency is unable to provide pavement data in the requested GIS format, a request for exception must be submitted by the agency. When requesting an exception, the agency must provide a letter signed by the Public Works Director with an explanation and a timeline of when the agency will have the capabilities of providing pavement data in the required GIS digital format.

#### **Structure of GIS Data**

The GIS dataset must consist of linear or polygon geographic features that represent road/street segments. All segments that are part of the report should be included in the GIS dataset. The attribute information of each segment ~~should must generally follow the format of the Complete Listing of Current Street Conditions in Appendix B above~~ the requirements listed below under GIS Feature Attributes.

The GIS data requirements are discussed below. Most commercial and open-source GIS software provide industry-standard tools to manage GIS data to meet these requirements.

#### **GIS Digital Data Format**

The GIS data must be submitted in either one of the following formats:

- Esri Shapefile, or
- Esri File Geodatabase

#### **Metadata**

The GIS data are required to have associated metadata. The minimum metadata items required are:

- Title of Dataset
- Tags (A set of words that can be used by GIS to search for the resource. For example: “pavement”, “transportation”, “roads”)
- Summary (A brief purpose statement of the dataset)
- Description (A brief narrative of the dataset’s content)
- Credits (A recognition of those who created or contributed to the resource)



## Spatial Geometry Type

The spatial geometry of the segment features should be lines that represent the roadway centerline as accurately as possible. Polygon features may be provided if they are the only spatial features available. If polygons are provided, they must spatially represent the paved surface of roadway segments.

## Projection

The GIS data must have spatial reference information and have its coordinate system identified and embedded in or associated with the data file(s). All GIS data submitted to OCTA should be in the following projected coordinate system:

- NAD 1983 State Plane California VI FIPS 0406 (US Feet) - More information about this system can be found at: <https://spatialreference.org/ref/epsg/nad83-california-zone-6-ftus/>

## GIS Feature Attributes

The required segment attributes are:

- Street name
- Unique segment identifier (Segment ID from original source if available)
- Name of intersecting road at the beginning of a segment
- Name of intersecting road at the end of the segment
- Current pavement condition index (PCI)
- Current PCI inspection date
- Length of road segment in feet
- Width of road segment in feet
- Paved area of road segment in square feet or square yards
- ~~Projected PCI at end of Seven-Year Road Maintenance and Rehabilitation Plan~~

Additional attributes such as number ~~of through~~of travel lanes, direction of travel, projected PCI and pavement surface type may be provided. An example of a GIS attribute table for road segments is shown below (Note that there are additional attributes such as surface, functional class, and number of travel lanes).

	OBJECTID *	Sec ID	Street Name	From	To	PCI	Insp Date	Length	Width	Area	Surface	FuncClass	Lanes
1	43	4022	ARBORWOOD	HEDGE LN	CANYONWOOD	89	1/11/2013	254	48	12192	AC	SECONDARY	2
2	44	4025	ARBORWOOD	BETHESDA	YALE CT	92	1/11/2013	374	48	17952	AC	SECONDARY	2
3	45	4031	ARBORWOOD	WINTHROP	BETHESDA	89	1/11/2013	866	48	41568	AC	SECONDARY	2
4	46	4187	ARBORWOOD	YALE CT	HEDGE LN	89	1/11/2013	1691	48	81168	AC	SECONDARY	2
5	47	4195	ARBORWOOD	CITRUSGLEN	WINTHROP	90	1/11/2013	434	48	20832	AC	SECONDARY	2
6	109	1862	CAMPUS DR	CARLSON AVE	UNIVERSITY DR	99	12/19/2012	3963	58	200334	AC	SECONDARY	4
7	110	2057	CAMPUS DR	MAC ARTHUR BLVD	VON KARMAN AVE	93	12/19/2012	1689	30	64670	AC	SECONDARY	4
8	111	2058	CAMPUS DR	VON KARMAN AVE	TELLER AVE	93	12/19/2012	1310	30	39300	AC	SECONDARY	4
9	112	2060	CAMPUS DR	TELLER AVE	JAMBOREE RD	96	12/19/2012	700	24	18300	AC	SECONDARY	4
10	116	9961	CAMPUS DR	JAMBOREE RD	CARLSON AVE	98	12/19/2012	1164	68	88752	AC	SECONDARY	2
11	117	4186	CANYONWOOD	MEADOWOOD	ARBORWOOD	89	1/11/2013	1026	47	48472	AC	SECONDARY	2
12	118	1409	CARLSON AVE	MICHELSON DR	PALATINE	100	12/19/2012	1146	65	74490	AC	SECONDARY	4



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## XIV. Appendix D – Quality Assurance/Quality Control Plan

### Introduction

When performing data collection in any field, the need for quality control is paramount as it is essential for accurate planning, analysis and design. This is particularly true for collecting pavement distress data for a pavement management system.

The Quality Assurance/Quality Control (QA/QC) Plan establishes minimum quality standards for performance and procedures for updates of the pavement management system.

If applicable, utilize the space below to include information on the agency’s QA/QC policies:

[Click here to enter text.](#)

### Objectives

This document constitutes a formal QA/QC Plan for the City/County. It was prepared on Select date and last revised on Select date.

Specifically, it is intended for the Year Applicable Pavement Management Plan Update. The focus is on the collection of network-level pavement distress data (defined by National Cooperative Highway Research Program (NCHRP) Synthesis 401 Quality Management of Pavement Data Collection, as “Network-level data collection involves collection of large quantities of pavement condition data, which is often converted to individual condition indices or aggregated into composite condition indices.”)

This document also addresses the QA/QC plan requirements of the Orange County Transportation Authority (OCTA)’s “Countywide Pavement Management Plan Guidelines” (section 2.4), originally adopted in May 2010.

### Structure of QA/QC Plan

The following components are addressed in this QA/QC Plan:

- Condition survey procedures used
- Accuracy required for data collection
- Inspector qualifications and experience
- Safety



## Condition Survey Procedures

The governing document in performing condition surveys for the [Enter agency name](#) is ASTM D6433 “Standard Practice for Roads and Parking Lots Pavement Condition Index (PCI) Surveys.” Both asphalt concrete (AC) and Portland cement concrete (PCC) pavements are included in this protocol. The following distresses are collected for each pavement type.

### **Asphalt Concrete AC Pavements**

1. Alligator (fatigue) cracking
2. Bleeding
3. Block cracking
4. Bumps and sags
5. Corrugation
6. Depression
7. Edge cracking
8. Joint reflection cracking
9. Lane/Shoulder drop off
10. Longitudinal & Transverse cracking
11. Patching and utility cut patching
12. Polished aggregate
13. Potholes
14. Railroad crossing
15. Rutting
16. Shoving
17. Slippage cracking
18. Swell
19. Weathering
20. Raveling

### **Portland Cement Concrete (Jointed)**

1. Blowup/buckling
2. Corner breaks
3. Divided slab
4. Durability (“D”) cracking
5. Faulting
6. Joint seal damage
7. Lane/shoulder drop off
8. Linear cracking
9. Patching (large) and utility cuts
10. Patching (small)
11. Polished aggregate
12. Popouts
13. Pumping
14. Punchout
15. Railroad crossing
16. Scaling, map cracking and crazing
17. Shrinkage cracks
18. Spalling (corner)
19. Spalling (joint)

Any exceptions to the above procedures are discussed before any surveys are performed. These are documented in the paragraphs below.

*[Note to agency: these are usually related to distresses or situations that are not covered in the manuals. Examples include roller check marks or edge cracking on streets with no curbs and gutters. Others include the raveling of surface seals or the use of open-graded asphalt concrete mixes where the surface appears to have large voids present. Any modifications must be documented and included in this document. Photos are extremely helpful.]*

All surveys are performed as [Indicate type of surveys](#) – walking, windshield, semi-automated etc. surveys, and a minimum 10% sampling rate is utilized. Field crews are typically composed of [Click here to enter field crew information](#) (Typically a one-person crew on residential streets and some collectors, and up to two-person crews for major arterials, depending on traffic volumes and speeds. Edit as appropriate). The safety of field personnel is paramount in all instances.

The sample unit selected must be representative of the entire pavement section. This assumes that the section is homogenous; if it is not homogeneous, then the section must be split according to the criteria agreed upon by the agency. Typically, the criteria used are:

- Pavement condition
- Construction age, if known
- Maintenance history, if known
- Traffic volumes (or functional classification as a surrogate)
- Surface types (e.g. asphalt concrete or Portland cement concrete)
- Geometric elements (e.g. widths)

Any modifications to the section inventory data are documented in the pavement management report. A sample unit must be between  $2,500 \pm 1,000$  square feet in conformance with ASTM D6433 protocols. Typical sample unit dimensions are 100 feet long by the width of the street. Streets that are wider than 40 feet wide will have shorter lengths (generally 50 feet) or if they are divided by a raised median, separate sample units will be taken in each direction.

Any pavement areas that are not representative of the section will be noted and surveyed as an additional sample unit.

### **Accuracy Required for Data Collection**

The accuracy required for data collection has two components, both of which are further described in the following paragraphs.

- Re-inspections
- PCI comparisons with past surveys

### **Random and Systematic Re-Inspections**

#### **Random Re-inspections**

Random re-inspections will include a representative selection across the following categories:

- Functional classes (i.e. MPAH, locals);
- Surface types (e.g. asphalt concrete or Portland cement concrete);
- Pavement conditions (e.g. good, fair, poor);
- Inspectors;
- Geographical areas, if applicable.

#### **Systematic Re-inspections**

For systematic re-inspections, this could be due to noticed trends such as specific treatment types (e.g. open-graded mixes), a specific inspector or geographical area. In such cases, more than 5% will be re-inspected.

### **Acceptability Criteria**

At the time of re-inspection, the actual distresses will be re-inspected and verified, and any corrections made, if necessary. Distress types and severities must be the same and re-measured quantities within  $\pm 10\%$  of the original measured quantity.

If corrections are required on more than 10% of the re-inspected sample unit, then an additional 5% will be re-inspected. This will continue until more than 95% of the re-inspected sections meet the acceptability criteria.

### **PCI Comparison with Past Surveys**

As another level of quality control, the new PCIs are compared with the previous PCIs. If they differ by more than  $\pm 10$  PCI points, these sections are automatically flagged for further investigation.

### **If PCI Increases 10 points**

The section is investigated to see if a maintenance and rehabilitation event has occurred since the last survey, but has not been recorded. Typically, it may include activities such as:

- Crack sealing activities – changes medium or high severity cracking to low severity
- Patching activities – alligator cracking that has been removed and patched, so that the resultant PCI is increased.
- Surface seals
- Overlay
- Others

Therefore, an up to date maintenance and rehabilitation history file in the pavement management database is desirable, both for historical accuracy as well as to provide additional quality control.

### **If PCI decreases 10 points**

The section is checked to see if the average deterioration rate (usually 3 to 4 points per year) is exceeded. If the drop in PCI is within range of what is acceptable, no further action is required. If the drop is more than the acceptable range, a re-inspection will be performed. The default performance curves in the pavement management software form the basis for what is acceptable.



## Inspector’s Qualifications and Experience

~~The Enter agency here inspectors have attended formal training on pavement condition distress surveys. This training was conducted prior to performing any work using the ASTM D6433 protocols, consistent with OCTA’s requirements.~~

The Enter agency here personnel involved in pavement condition data collection and analysis for this project—regardless of survey method (walking, windshield, semi-automated, or fully automated)—are strongly recommended to attend formal ASTM D6433 distress training through either the annual OCTA training program or an internal training program.

**Critical Requirement:** All PCI results submitted as part of this project must be reviewed and signed by at least one inspector holding an active OCTA Pre-Qualification certificate. Reports that are not reviewed and signed by an OCTA pre-qualified inspector will not be accepted by OCTA. Local jurisdictions will be required to submit a revised report prepared by an OCTA pre-qualified inspector.

The table below identifies all project personnel involved in field data collection and QA/QC review, including their training credentials and OCTA Pre-Qualification status.

Inspector Name	Role (Field Inspector or QA/QC Reviewer or Both)	Date of ASTM D6433 Training	Training Conducted By:	OCTA Pre-Qualification		
				Active (Y/N)	Expiration Date	Certificate Provided with this Report (Y/N)

Resumes of the technicians utilized on this project are included as an attachment.



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## Safety Procedures

The Enter agency here administers a health and safety program in compliance with the Cal Occupational Safety and Health Administration (OSHA) Title VIII, Section 3203. The program is documented in Enter document name here.

Generally, the safety procedures include (Edit as applicable to agency):

- Inspectors to wear a Class 2 or 3 safety vest at all times;
- Flashing beacon on all vehicles utilized for surveys; and
- Stopped vehicles to be parked at locations away from moving traffic (e.g. nearby parking, shoulders, etc.).
- Enter safety protocol here.

On streets where there is a high volume of traffic or high speeds, additional measures may be necessary, such as:

- Surveys to occur during off-peak periods or on weekends;
- Additional inspector to watch out for traffic; and
- Traffic flaggers in extreme cases.

## **Attachments** – Appendix C

1. Certificate of Prequalification – OCTA Pavement Inspector Prequalification Program
2. \_\_\_\_\_ Resumes of Field Inspectors

---End of QA/QC Plan---

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## **XV. Appendix E – Pavement Management Data Files**

The Pavement Management data files shall be submitted to OCTA in spreadsheet format. This must include the following information:

- Street name and limits for all public streets
- Street identifiers (Branch ID, Section ID)
- Direction (if applicable)
- Beginning and ending of each section
- Length, widths, and true areas
- Functional Classification (MPAH, Local)
- Number of travel lanes
- PCI and date of inspection
- Type of recommended treatment
- Cost of recommended treatment
- Street geometry as linear or polygon features

The Pavement Management data files are submitted here as an electronic copy sent via email as an attachment, via a link to an online storage device site, such as DropBox and/or OneDrive, or USB drive, and/or included as Appendix E.

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**XVI. Appendix F – GIS Maps – Current Conditions (Optional)**

If included, attach and label Appendix F.

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## **Appendix B – Prequalified Pavement Inspection Consultants and Local Agencies**

The Prequalified Pavement Inspection Consultants and Local Agencies can be found on the Eligibility Website: <https://www.octa.net/OCGoEligibility>  
<https://www.octa.net/M2Eligibility>

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## Appendix C – Recommendations for Pavement Inspectors

Since 2011, OCTA has completed prequalification studies which involved over 60 different pavement control sections. From one prequalification cycle to the next, OCTA made an effort to streamline and improve the process by learning from the observations made during each prequalification cycle. Following are recommendations for inspectors interested in participating in the prequalification program:

### **General**

- Inspectors should have in their possession the latest edition of the Paver pocket guides for easy reference to distress definitions and severity levels during field surveys.
- It is important to accurately measure crack width in order to correctly identify the severity of distress.
- It is strongly advised that inspectors have a second person watch for traffic while they are conducting the surveys. Visually approximating quantities of distress and severities will most certainly result in inaccurate estimates of the PCI.

### **PCC Pavements**

- There are a limited number of concrete pavements in Orange County. The majority of these pavements are old and in some instances the slabs are more than 50 feet long. According to ASTM D6433, slabs longer than 9m (29.5 feet) must be divided into imaginary joints that are considered to be in perfect condition.
- Missing joint seal on concrete pavement is recorded as high severity joint seal damage for the entire length of joints affected. Most PCC pavements in the county completely lack joint sealant.
- When surveying a PCC section, it is very important to make sketch of the slabs being evaluated. Without the sketch, it will be very difficult to correctly count and report distress.

### **Asphalt Concrete Pavements**

- Several types of distress may occur in the same area. With few exceptions, all types of distress have to be recorded: e.g. raveling and alligator cracking.
- Measurements of rutting require the use of a straight edge of minimum 6 feet length. Repeated measurements are required to correctly identify the areas of rutting and severity levels. This type of measurement requires the help of a second person to watch for traffic. Remember that OCTA does not provide traffic control.

### **Surface Treatments**

- ASTM D6433 does not include distresses specific to surface treatment such as slurry seals or chip seals. Inspectors should use their best judgment to evaluate the condition of the original asphalt concrete surface underneath the surface treatment.

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**Revisions to the Local Signal Synchronization Plan Guidelines**

**Recommended Substantive Changes**

- **Page 3** – Update submittal schedule information with historical references for past updates.
- **Page 5** – Add guidance for inclusion of “routes” comprised of two or more traditional corridors.
- **Page 6** – Add reminder regarding use of online signal inventory tool introduced as part of the 2023 LSSP update.
- **Page 7** – Include formal reference to “Build-out” unconstrained scenario included since the 2014 update but not explicitly listed.
- **Page 7** – Add council resolution template for reference as Appendix C (this template has historically been included in the Measure M2 Eligibility Guidelines but is also included here for clarity).

**Acronyms**

LSSP = Local Signal Synchronization Plan

GUIDELINES FOR THE PREPARATION OF

# LOCAL SIGNAL SYNCHRONIZATION PLANS

April 2026



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## Chapter 1. Overview

On November 6, 1990, voters in Orange County approved a ½-cent sales tax for transportation improvements known as Measure M. This sales tax includes funding for streets and roads available to eligible local agencies through both a formula distribution and a competitive process. On November 6, 2006, voters approved Measure M2 to continue the ½-cent sales tax for thirty years, beginning in 2011. Project P, the Regional Traffic Signal Synchronization Program (RTSSP), was included as part of Measure M2.

The RTSSP is comprised of a 750-mile regional signal synchronization network with approximately 2,000 signals. The goals of the program are to improve the flow of traffic on Orange County streets and roads by implementing multi-agency signal synchronization. Local agencies and Caltrans are encouraged to work cooperatively with the Orange County Transportation Authority (OCTA) to synchronize traffic signals throughout Orange County on a corridor basis to improve travel time and reduce stops. Local agencies will maintain local control and responsibility for signals within their jurisdiction. Any changes to traffic signals, signal timing equipment, or related signal policies (including transit signal priority, transit preemption, or emergency vehicle preemption) are at the full discretion of the responsible local agency in conformance with applicable laws and industry standard.

### 1.1. Measure M2 Eligibility Requirements

#### *1.1.1. Local Signal Synchronization Plan Initial Adoption*

Eligibility requirements included in Measure M2 specify that each local jurisdiction must adopt a local signal synchronization plan (LSSP) consistent with the RTSSP. For eligibility purposes, each local jurisdiction initially adopted an LSSP in 2010 that included the following components:

- Signal synchronization goals
- Traffic signal synchronization street routes
- Traffic signal inventory
- Three-year capital, operations, and maintenance plan

#### *1.1.2. Local Signal Synchronization Plan Update*

Subsequent to the adoption of each 2010 LSSP, the local agencies must maintain and update their respective LSSP for the duration of Measure M2 to remain eligible for Measure M2 funding. In addition to refreshing the section 1.1.1 elements included in the adopted LSSP with current information, the update shall include information on the following:

- Review and revise signal timing, as may be necessary, along traffic signal synchronization street routes and traffic signals based on the signal synchronization assessment.
- Report on the status and performance of signal synchronization activities along the traffic signal synchronization street routes and traffic signals. Jurisdictions may use related efforts that are included as part of the ~~Regional Traffic Signal Master Plan~~ RTSSP (Appendix A) to the extent appropriate to fulfill this

reporting requirement. In addition, performance results from Project P corridor projects completed since the last update ~~may~~ should be included, if available.

For eligibility purposes, this means that a local agency must update an adopted plan by June 30, ~~2023~~2026, concurrent with the annual eligibility cycle and every three years thereafter. For a plan update, city council adoption is required.

The following table outlines the LSSP eligibility requirements and completion dates for the first seven years of Measure M2. Additionally, the table identifies the fiscal years for which the eligibility requirement applies.

<b>Local Signal Synchronization Plan Eligibility Requirement and Completion Date</b>	<b>Applicable Fiscal Years (FY)</b>
<p style="text-align: center;"><i>Initial Adoption</i></p> <p>Completed: December 31, 2010</p>	<p style="text-align: center;">Part of FY 2010-11 as well as all of FY 2011-12 through FY 2013-14</p>
<p style="text-align: center;"><i>Subsequent 3-Year Updates:</i></p> <p>Completed: June 30, 2014</p> <p>Completed: June 30, 2017</p> <p>Completed: June 30, 2020</p> <p><u>Completed: June 30, 2023</u></p>	<p style="text-align: center;">FY 2014-15 through FY 2016-17</p> <p style="text-align: center;">FY 2017-18 through FY 2019-20</p> <p style="text-align: center;">FY 2020-21 through FY 2022-23</p> <p style="text-align: center;"><u>FY 2023-24 through FY 2025-26</u></p>
<p style="text-align: center;"><i>Current 3-Year Update</i></p> <p>Completion Date: June 30, <u>2026</u></p>	<p style="text-align: center;">FY <u>2026-27</u> through FY <u>2028-29</u></p>

## 1.2. Local Match Reduction

By implementing, maintaining, and operating an LSSP in conformance with the Regional Traffic Signal Synchronization Master Plan (TSSMP), a local agency benefits through a local match reduction of ten percent of eligible costs as part of the Regional Capacity Program (Project O) competitive grant program.

## 1.3. Purpose and Objectives of LSSP

LSSPs provide a tool to succinctly report local agency plans, goals and objectives regarding signal operations. Budgetary needs and system performance metrics are included to help communicate overall system operations and investment effectiveness. Submittal of these plans as part of the Measure M2 Eligibility (M2 Eligibility) process enables OCTA verification of consistency with the Master Plan.

This manual provides guidelines and procedures necessary for Orange County agencies to develop and maintain their LSSP in conformance with the criteria stated in the Measure M2 Ordinance No. 3. The guidelines outline the components of the LSSP and the required documents to fulfill the signal synchronization portion of the Measure M2 eligibility process, including a "Consistency Review Checklist" in Appendix B.

It should be noted that these guidelines provide the framework for meeting minimum requirements to achieve M2 Eligibility. Local agencies are encouraged to plan beyond these basic parameters and fully consider the role traffic systems management plays in safe, cost-effective improvements in tandem with other transportation investments. Many agencies have enhanced the signal network planning within their communities by expanding the regional signal network identified in the RTSSP to include "local" routes that are found on the Master Plan of Arterial Highways. In many instances, these network additions are made in concert with neighboring jurisdictions to enhance multi-jurisdictional coordination.

## Chapter 2. Local Signal Synchronization Plan Guidelines

The LSSP guidelines are discussed under the following categories:

- Signal synchronization goals
- Traffic signal synchronization street routes
- Traffic signal inventory
- Three-year capital, operations, and maintenance plan
- Signal synchronization timing review, revision, and assessment

### 2.1. Signal Synchronization Goals

The Measure M2 RTSSP is envisioned as a multi-agency, corridor-based approach that optimizes the performance of traffic signals based on existing traffic patterns. The approach acknowledges local agency responsibility and control of signal timing and works with those agencies to develop acceptable synchronization timing. Concurrence with these broad goals shall be provided. Information on how traffic signals and street routes may be coordinated across jurisdictional boundaries shall be described.

The LSSP should provide sufficient information to describe the role of existing and planned synchronized signals and coordinated corridors within each jurisdiction ensuring an efficient and effective transportation circulation system. Supporting information including compatible traffic signal timing technical parameters and communication with other agencies should be included. Additional information including existing traffic patterns and time periods when synchronization is implemented (peak periods, midday, and weekends) may be expanded upon as necessary.

The depth of discussion regarding comprehensive future planning is at the discretion of each agency. Careful consideration regarding connected vehicle capability, operational versus capacity improvements, replacement of obsolete equipment, [performance measurement](#) and other traffic management strategies are encouraged.

[If unique routes comprised of two or more corridors are prevalent and envisioned for focused coordination, identification of these routes in the LSSP should be considered within the Goals section or with emphasis on the Routes exhibit.](#)

### 2.2. Traffic Signal Synchronization Street Routes

At minimum, all street routes included in the RTSSP located within the local agency boundaries must be identified by the LSSP, regardless of implementation status, ownership and operating responsibility. Reductions below that level will result in the LSSP being inconsistent with the RTSSP Master Plan and therefore not meet M2 eligibility requirements. Local agencies have the option to include additional streets not part of the TSSMP. This information will be useful for cities and OCTA to coordinate future projects with neighboring jurisdictions and aid in development of funding strategies. OCTA will provide maps with the MPAH network identified for each local agency to facilitate this process.

### 2.3. Traffic Signal Inventory

Traffic signals that are part of the local agency signal synchronization routes identified in section 2.2 shall be inventoried in the LSSP, regardless of ownership and operating

responsibility. The inventory is designed to help improve information flow to enhance signal coordination between agencies. Along with the signal inventory, cycle length information by time period shall be provided. This information will aid in tracking technology opportunities and potential gaps in the regional network. Maintenance responsibility for shared signals should be indicated. -Inventory information must be updated using OCTA's GIS-based online mapping tool. Formatting with the LSSP is at the local agency's discretion.

## **2.4. Three-year Capital, Operations, and Maintenance Plan**

Implementing, maintaining and updating signal synchronization includes initial and periodic capital equipment investment and periodic timing plan updates. The LSSP identifies specific goals, routes and equipment required to ensure network operability with maximum traffic management efficiency. A planning level budget estimate shall be presented reflecting expenditures required to fully implement near term (three year) and long-term (build-out beyond three years) synchronization program. These scenarios should be presented without regard to available funds (unconstrained scenario). The 3-year budget estimate shall be provided by fiscal year and separated into capital, operations, and maintenance elements. This unconstrained scenario should be presented with candidate signal synchronization projects for planning purposes. These projects may be submitted as part of future Project P calls for projects.

A separate three-year budget estimate based upon available funding (constrained scenario) using resources the local agency will commit to signal synchronization efforts shall also be provided. Anticipated monies not yet awarded as part of competitive Project P should not be included in this constrained plan. This budget estimate shall be provided by fiscal year and separated into capital, operations, and maintenance elements.

The following definitions are provided to help meet the intent of the three-year plan. Capital should include traffic signal infrastructure (e.g., detection and traffic controllers) and communication infrastructure (e.g., Ethernet and software for system traffic control) improvements necessary to achieve signal synchronization. Operations should consist of the development, on-going review/monitoring, and fine-tuning of synchronized signal timing. Finally, maintenance should comprise of the upkeep of traffic signal and communication infrastructure related to signal synchronization. Routine signal maintenance such as replacing signal heads, bulbs, and poles may be included as "ongoing maintenance" and would not be considered replacement or upgrade of obsolete equipment. The inclusion of other costs not listed here shall be at the discretion of the local agency.

## **2.5. Signal Synchronization Timing Review, Revision, and Assessment**

This section shall show the status of required signal synchronization timing reviews along the agency's identified signal synchronization routes. Timing revisions should be noted; if additional information such as a "before and after study" is available, it should be provided. Qualitative descriptions of the review process may also be provided if desired. In addition, specific details may be provided on the signal timing revisions such as cycle length changes.

A signal synchronization assessment shall be provided by each local agency. This assessment will report on the performance of synchronization activities along the signal synchronization street routes and traffic signals. The assessment shall be prepared based on overall performance criteria that may include average speeds, green lights to red lights, and stops per mile. Jurisdictions may collect assessment data themselves or use the assessment information collected by OCTA.

## Chapter 3. Agency Submittals

This chapter summarizes for submittal purposes the information required to fulfill the LSSP requirements. This information has been described more fully previously in this document. As a summary, local agencies must submit the following to OCTA:

- Local Signal Synchronization Plan which includes discussion and supporting materials that address the following:
  - Signal synchronization goals
    - Concurrence with the goals: corridor-based, multi-agency, existing traffic patterns, and local traffic signal timing and operation responsibility
    - Traffic management objectives
  - Traffic signal synchronization street routes ([Map](#))
    - Regional signal synchronization network from the TSSMP
    - Relationship to Master Plan of Arterial Highways
    - Additional local streets, if desired
  - Traffic signal inventory for traffic signal synchronization street routes
    - Traffic signals
    - Cycle length data by time period
    - Controller type, communications, equipment details
    - Status of the signals (online, offline, local) at the time of the inventory
  - Three-year plan showing capital, operations, and maintenance costs
    - Unconstrained scenario with candidate projects
    - Constrained scenario
  - [Build-out Scenario to complete planned network \(unconstrained\)](#)
  - Signal synchronization review, revision, and assessment
    - Note timing reviews and updates underway and those completed since the [2020-2023 LSSP Update](#)
    - Identify revisions
    - Provide performance assessment including before/after study results, CPSI summary information, etc.
- [Local Signal Synchronization Plan Consistency Review Checklist \(Appendix B\)](#)
- [Council Resolution confirming approval of the 2026 LSSP Update \(Appendix C\)](#)

## Appendices

- A. Regional Traffic Signal Synchronization Master Plan
- B. Local Signal Synchronization Plan Consistency Review Checklist
- B-C. Resolution for Local Signal Synchronization Plan Update

## **Appendix A:** Regional Traffic Signal Synchronization Master Plan

## **Appendix A: Regional Traffic Signal Synchronization Master Plan**

### **Introduction**

The Regional Traffic Signal Synchronization Program is comprised of a 750-mile regional signal synchronization network with about 2,000 signals. The goals of the program are to improve the flow of traffic on Orange County streets and roads by implementing multi-agency signal synchronization. Local agencies and Caltrans are encouraged to work cooperatively with the Orange County Transportation Authority (OCTA) to synchronize traffic signals throughout Orange County on a corridor basis to improve travel time and reduce stops. Local agencies will maintain local control and responsibility for signals within their jurisdiction and control. Any changes to traffic signals, signal timing equipment, or related signal policies (including transit signal priority, transit preemption, or emergency vehicle preemption) are at the full discretion of the responsible local agency.

### **Regional Traffic Signal Synchronization Master Plan Components**

To ensure that this program is successful, this Regional Traffic Signal Synchronization Master Plan has been developed through local agency discussions, Board of Director guidance and Measure M2 requirements. The Regional Traffic Signal Synchronization Program is composed of the following:

1. Regional signal synchronization network
2. Priority corridors for accelerated signal synchronization
3. Traffic forums
4. Model agreements (presenting roles and responsibilities)
5. Signal synchronization regional assessment

In defining these five elements of the Regional Traffic Signal Synchronization Master Plan, the foundation is set for funding and implementing the competitive Regional Traffic Signal Synchronization Program. The program focuses on higher volume priority corridors for an accelerated signal synchronization effort. It incorporates traffic forums to help implement and maintain signal synchronization along corridors. Model agreements define the roles and responsibilities for local agencies and OCTA resulting in competitively funded projects that successfully meet the goals of the Regional Traffic Signal Synchronization Program.

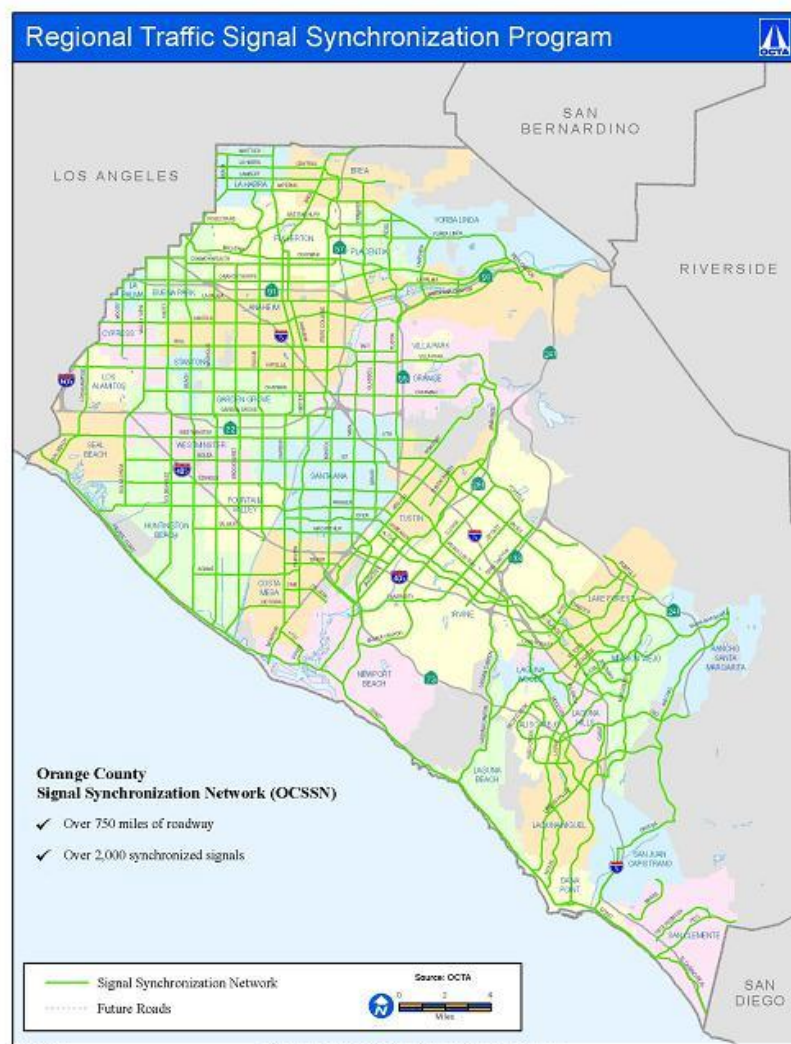
Finally, to ensure compliance with the M2 Ordinance and the promises made to voters to benefit the public from this effort, OCTA will include an element for accountability purposes that will occur through a signal synchronization regional assessment prepared by OCTA every three years. This effort will evaluate performance of the regional signal synchronization network, and identify areas for future improvement. Each of these elements is further discussed below.

## Regional Signal Synchronization Network

The regional signal synchronization network (see below) was defined in the Measure M2 Ordinance No. 3. It is a 750-mile network consisting of approximately 2000 signalized intersections. It is a subset of the Master Plan of Arterial Highways (MPAH). The Master Plan is designated as an element of the MPAH. Specifically, Measure M2 Ordinance No. 3 includes the following definition of the MPAH:

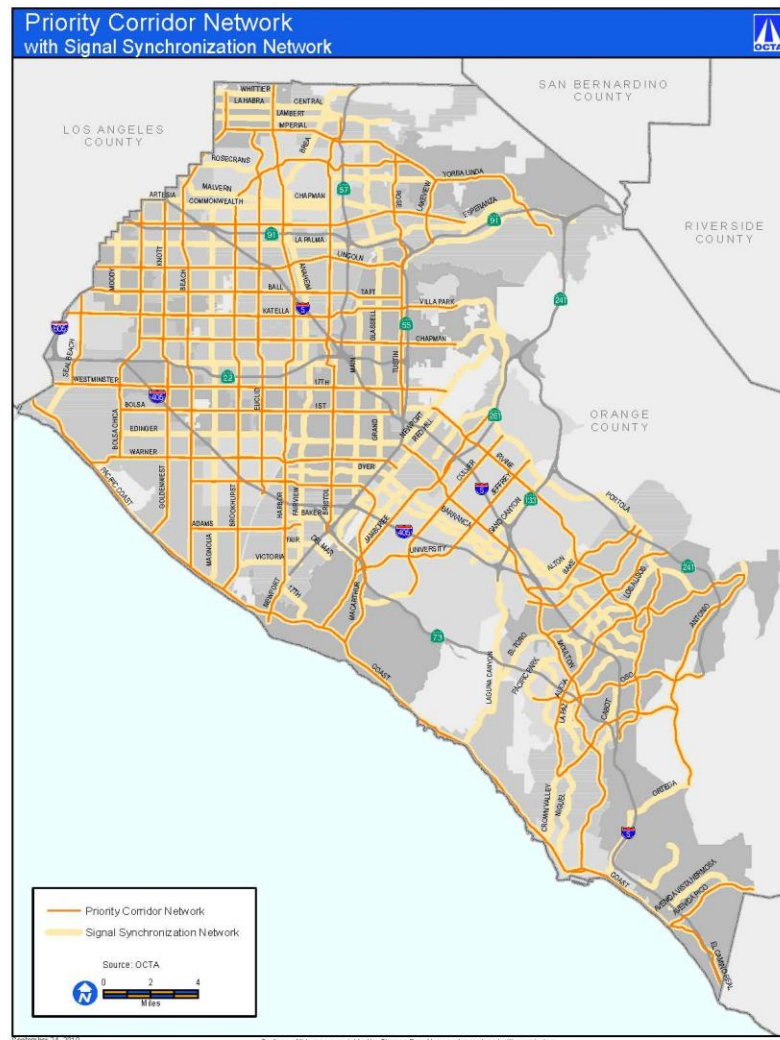
“A countywide transportation plan administered by the Authority defining the ultimate number of through lanes for arterial streets, and designating the traffic signal synchronization street routes in Orange County.”

OCTA has a well-defined process for changes to the MPAH. A procedure for updating the 750-mile signal network will be defined in the future and included in the Guidelines for the MPAH. This would allow documentation and approval of changes to the SSN.



## Priority Corridors for Signal Synchronization

Focusing a significant portion of Project P resources to a core set of priority corridors is a main component of the Master Plan. This focused effort will result in a high level of performance along key corridors given the limited resources that are part of the RTSSP. These priority corridors were developed in consultation with and the assistance of the local agencies. They are based on the significance of each route, the traffic volumes, and geographic traffic patterns.



Under this focused effort, signalized intersections along each corridor will be upgraded to provide state of the practice intersection control and associated communications. Optimized timing plans will be developed and implemented along each corridor, aiding movement of the existing traffic patterns. This approach is considered essential to producing an optimized system as early as possible.

The map provides the locations of approximately 36 priority corridors identified along the regional signal synchronization network. These priority corridors reflect key locations for signal synchronization along the signal network. As the Master Plan is implemented through Project

P funds, changes to the priority corridors may be made based on results of the regional assessment subject to OCTA's Board of Directors approval.

Priority corridors ensure implementation of optimized signal timing in a systematic manner. These priority corridors will allow the RTSSP to quickly and continually meet its stated purpose of improving the flow of traffic by developing and implementing signal synchronization that cross jurisdictional boundaries. Most importantly, a priority corridor strategy will facilitate consistent operating speeds along key corridors and provide a good level of public perception.

### **Traffic Forums**

Project P is a competitive program designed to implement signal synchronization across multiple jurisdictions. Traffic forums will facilitate the completion of traffic signal synchronization projects. Traffic forums will be working group sessions that include local agencies, the California Department of Transportation (Caltrans), and OCTA. The interaction between cities, Caltrans, and OCTA will help coordinate multiple signal synchronization projects funded through the RTSSP. It will also provide a venue to project participants to express and address concerns. Participation at the traffic forums is mandatory to satisfy M2 Eligibility purposes.

### **Model Agreements**

The Master Plan includes model agreement terms that set expectations for roles and responsibilities for the implementation of signal synchronization on a project basis. These agreements would be executed following award of Project P funds through a competitive process. It is anticipated that multiple agreements would be developed based on the number of projects funded as part of Project P. A more detailed version of the agreement will be developed and include all local agencies that are identified in the competitive application as well as OCTA.

The model agreement terms help guide the respective roles and responsibilities for the lead agencies, participating agencies, and OCTA. Two versions of the proposed agreements are presented. Option 1 allows the local agencies to implement the synchronized corridors using Project P and local funds while Option 2 authorizes OCTA to implement the synchronized corridors on behalf of the local agencies. The default is Option 1, and local agencies will be required to formally request Option 2.

### **Signal Synchronization Regional Assessment**

To keep the public informed of ongoing signal synchronization efforts, OCTA will prepare a signal synchronization regional assessment every three years. This effort will evaluate status performance of synchronization across agencies along the signal network and identify segments for improvement. An assessment will be prepared based on overall performance for each corridor in the Master Plan; and that assessment will be described using average speed, stops per mile, and the ratio of green signals to red signals. The regional assessment will be provided to the local agencies and may be used in calls for projects for Project P.

## Summary

Measure M2 Ordinance No. 3 requires that OCTA develop a Regional Traffic Signal Synchronization Master Plan for cross-jurisdictional traffic signal synchronization. Combined with input from local agencies and OCTA's Board of Directors, the Regional Traffic Signal Synchronization Program is described by the following five components:

1. Regional signal synchronization network – provides the basis for signal synchronization
2. Priority corridors – identifies key corridors for accelerated signal synchronization
3. Traffic forums – working group sessions to facilitate continued signal synchronization
4. Model agreements – define roles and responsibilities for signal synchronization
5. Signal synchronization regional assessment – provides triennial evaluation of regional signal synchronization

These five elements of the Regional Traffic Signal Synchronization Program define the process implementing the competitive Regional Traffic Signal Synchronization Program.

## Exhibits

- A. Local Agency Lead Model Agreement Terms – Option 1
- B. OCTA Lead Model Agreement Terms – Option 2

**Exhibit A: Local Agency Lead Model Agreement Terms - Option 1****RESPONSIBILITIES OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY:**

The Orange County Transportation Authority agrees to the following responsibilities for the project:

- To provide Project P funds for the project and designated to the lead agency
- To perform outreach activities for the project to communicate major project milestones and results
- To provide oversight in order to maintain inter-jurisdictional traffic signal operational integrity between existing and new projects and operations
- To provide project audits for allowable expenditures and exceptions

**RESPONSIBILITIES OF DESIGNATED LEAD AGENCY:**

Lead agency agrees to the following responsibilities for implementation and funding for the project:

- To manage, procure, implement, and process payment and reimbursement requests for the project consistent with the agreed scope of work, schedule, and key milestones
- To interface with the Orange County Transportation Authority and coordinate outreach for the project
- To collect manual intersection movement and automated machine traffic counts.
- To develop new timing plans optimized for signal synchronization
- To provide updated timing plans and traffic count data to the Orange County Transportation Authority and agencies
- To prepare "before" and "after" studies for the project. These studies shall be provided to the agencies and the Orange County Transportation Authority for comment
- To provide the Orange County Transportation Authority with a Project Final Report for the project as required by Measure M2 Ordinance No. 3, Section (B)(III)(9), and further described in Measure M2 Eligibility Guidelines separately prepared and adopted by the Orange County Transportation Authority

**RESPONSIBILITIES OF ALL PROJECT AGENCIES:**

ALL project agencies agree to the following responsibilities for implementation and funding of the project:

- Provide a technical representative from each agency to meet and participate as a member of the project team
- To designate the lead agency for the project for receipt of Project P funds and related matching funds
- To maintain M2 Eligibility

- To authorize the lead agency to manage, procure, and implement all aspects of the project
- To provide local match or in-kind services for the project in accordance with the 20 percent requirement as identified in the scope of work
- To provide lead agency and the Orange County Transportation Authority all current intersection, local field master, and/or central control system timing plans and related data upon request
- To provide plans, specifications, and estimates to the Orange County Transportation Authority and lead agency or its representative upon request
- To give project related signal and telecommunications equipment a high maintenance priority
- To take reasonable steps to keep signal control systems, inter-tie, detection systems and related equipment in proper working order
- To maintain and repair their own signal control systems inter-tie, detection systems and related equipment located within each of their respective jurisdiction
- To provide all plan check, permit, and construction inspection functions for facilities within their ownership or control
- To provide on-site support, if needed, for timing plan changes and the construction and/or installation of traffic control elements as specified in the scope of work
- To authorize an agency traffic engineer or other designee to make changes or adjustments to the signal timing plans, when required
- To perform the changes required at central or field control locations and/or intersection controller assemblies

## **Exhibit B: The Orange County Transportation Authority Lead Model Agreement Terms - Option 2**

### **RESPONSIBILITIES OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY:**

The Orange County Transportation Authority agrees to the following responsibilities for the project:

- To manage, procure, and implement the project consistent with the agreed budget, scope of work, schedule, and key milestones
- To provide Project P funds for the project
- To interface with the agencies and coordinate outreach for the project
- To collect manual intersection movement and automated machine traffic counts
- To develop new timing plans optimized for signal synchronization
- To provide new timing plans and turning movements to the agencies
- To prepare "before" and "after" studies for the project. These studies shall be provided to the agencies for comment
- To perform outreach activities for the project to communicate major project milestones and results
- To provide project oversight in order to maintain inter-jurisdictional traffic signal operational integrity between existing/legacy and new projects and operations
- To provide project audits for allowable expenditures and exceptions
- To prepare a Project Final Report for each project as required by Measure M2 Ordinance No. 3, Section (B)(III)(9), and further described in Measure M2 Eligibility Guidelines separately prepared and adopted by OCTA

### **RESPONSIBILITIES OF AGENCIES:**

Agencies agree to the following responsibilities for implementation and funding of project:

- Provide a technical representative from each agency to meet and participate as a member of the project team
- To designate OCTA as lead agency for the project for receipt of Project P funds and related matching funds
- To provide local match or in-kind services for the project in accordance with the 20 percent requirement as identified in the scope of work
- To authorize OCTA to manage, procure, and implement all aspects of the project
- To provide OCTA all current intersection, local field master, and/or central control system timing plans and related data upon request
- To give project related signal and telecommunications equipment a high maintenance priority
- To take reasonable steps to keep signal control systems, inter-tie, detection systems and related equipment in proper working

- To provide all plan check, permit, and construction inspection functions for facilities within their ownership or control
- To maintain and repair their own signal control systems inter-tie, detection systems and related equipment located within each of their respective jurisdiction
- To provide on-site support, if needed, for timing plan changes and the construction and/or installation of traffic control elements as specified in the project scope of work
- To authorize an agency traffic engineer or other designee to make changes or adjustments to the signal timing plans, when required
- To perform the changes required at central or field control locations and/or intersection controller assemblies

## **Appendix B:** Local Signal Synchronization Plan Consistency Review Checklist

**Appendix B: Local Signal Synchronization Plan Consistency Review Checklist**

The Local Agency Name: \_\_\_\_\_ Date: \_\_\_\_\_

Local agencies must submit a copy of the updated Local Signal Synchronization Plan, a completed checklist, and any supporting documentation. Complete the table below.

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
1. Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.		
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.		
3. Traffic signal inventory for all traffic signal synchronization street routes. <u>(Note: Updates are also reflected in the online GIS-based signal inventory)</u>		
4. Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals for constrained, unconstrained and build-out scenarios.		
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.		

I certify that the above statements are true to the best of my knowledge.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name, Title

**Appendix C: Resolution for Local Signal Synchronization Plan Update**

[RESOLUTION FOR LOCAL SIGNAL SYNCHRONIZATION PLAN UPDATE]

A RESOLUTION OF THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF \_\_\_\_\_ - CONCERNING THE UPDATE OF THE LOCAL SIGNAL SYNCHRONIZATION PLAN FOR THE MEASURE M (M2) PROGRAM.

WHEREAS, the Orange County Transportation Authority has developed the Regional Traffic Signal Synchronization Master Plan to identify traffic signal synchronization street routes and traffic signals within and across jurisdictional boundaries, and defines the means of implementing the Regional Traffic Signal Synchronization Program; and

WHEREAS, the Regional Traffic Signal Synchronization Program requires that local jurisdictions adopt a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local jurisdictions' efforts to synchronizing traffic signals across local jurisdictions' boundaries; and

WHEREAS, the Local Signal Synchronization Plan must be updated by June 30, 2026 to continue to be eligible to receive Net Revenues as part of Measure 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 City/County adopts and maintains a Local Signal Synchronization Plan which includes goals that are consistent with those outlined as part of the Regional Signal Synchronization Master Plan, including signal synchronization across jurisdictions.
- b) The Local Signal Synchronization Plan identifies traffic signal synchronization street routes, including all elements of the Regional Signal Synchronization Network located within the City/County.
- c) The Local Signal Synchronization Plan includes the traffic signal inventory for all traffic signal synchronization street routes.
- d) The Local Signal Synchronization Plan includes a three-year plan showing capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.
- e) The Local Signal Synchronization Plan includes an update on the status and performance of traffic signal synchronization activities.
- f) The Local Signal Synchronization Plan includes a discussion on the review and revision, as may be necessary, on the timing of traffic signals on the traffic signal synchronization street routes.

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

**MEASURE M2 LOCAL FAIR SHARE GUIDELINES**

**Effective April 2026**

ORANGE COUNTY TRANSPORTATION AUTHORITY

## **I. Background and Overview**

### **Background**

Renewed Measure M (M2) is a 30-year, multibillion-dollar program extension of the original Measure M (M1) (approved in 1990) with a new slate of planned projects and programs. These include improvements to the County of Orange (County) freeway system, streets and roads network, expansion of the Metrolink system, community transit and senior mobility services, as well as funding for the cleanup of roadway storm water runoff.

There are a number of funding programs which offer funds to local agencies through a competitive process including:

- Regional Capacity Program (Project O)
- Regional Traffic Signal Synchronization (Project P)
- Transit Extensions to Metrolink (Projects S)
- Regional Gateways (Project T) – Closed program
- Community-Based Transit/Circulators (Project V)
- Safe Transit Stops (Project W)
- Environmental Cleanup Program (Project X)

Each of the competitive programs has a specific focus and evaluation criteria as outlined in the Comprehensive Transportation Funding Program (CTFP) guidelines, which are approved and published separately.

There are also two formula programs: the Senior Mobility Program (Project U) and the Local Fair Share (LFS) Program (Project Q). The subject of these guidelines is the LFS Program.

### **Guidelines Overview**

The M2 LFS Guidelines (LFS Guidelines) have been developed to guide and assist Orange County local jurisdictions in understanding eligible and allowable uses of M2 LFS funds. The intent is to enhance and explain general descriptions found in the [M2 Ordinance No. 3](#) (Ordinance).

LFS Guidelines are updated on a periodic basis as part of the M2 Eligibility Guidelines (Eligibility Guidelines).

## **II. Objectives**

The LFS program was developed in the Ordinance to provide flexible funding to help local jurisdictions keep up with the rising costs of repairing the aging public street system. In addition, jurisdictions can use these funds for other local transportation needs, including

residential street projects, traffic and pedestrian safety, signal priority, transit, and public transportation projects and services. Under M1, the comparable turnback funding was limited to support only elements that would also be eligible through [Article XIX](#) of the California State Constitution (Article XIX). However, when developing M2, OCTA, in coordination with the local jurisdictions, expanded eligibility to include transit and active transportation, as well as other transportation programs and projects.

### **III. Eligibility Requirements**

In order to receive LFS funds, local jurisdictions must satisfy certain requirements as outlined in the Ordinance and Eligibility Guidelines. OCTA established the annual eligibility process to ensure that improvements are consistent with regional plans. OCTA worked with the local jurisdictions to develop and approve a process reflecting the eligibility criteria found in M1. Key requirements include:

- Timely use of funds (expend within three years of receipt)
- Meeting the maintenance of effort requirements
- Use of funding consistent with [Article XIX](#), unless otherwise allowed by the Ordinance
- Including projects to be funded with M2 in the seven-year CIP
- Consistency with MPAH, Pavement Management Program, and Traffic Signal Synchronization Master Plan

A complete list of M2 Eligibility requirements and periodic submittal schedule can be found in the M2 Eligibility Guidelines, available for download at OCTA's Eligibility webpage: <http://www.octa.net/M2Eligibility>

### **IV. Funding**

#### **LFS Funding Allocation**

The LFS Program is a formula-based allocation provided to eligible jurisdictions for use on allowable transportation, planning, and implementation activities. It is intended to provide flexible funding to help jurisdictions keep up with the rising cost of repairing the aging street system. In addition, local jurisdictions can use these funds for other local transportation needs, such as residential street projects, traffic and pedestrian safety near schools, and signal priority for emergency vehicles. The LFS Program is intended to augment, rather than replace, existing transportation expenditures, therefore local jurisdictions must meet eligibility requirements, as detailed in the Eligibility Guidelines.

The LFS Program is funded through an eighteen percent (18%) allocation from M2 Net Revenues and is distributed to eligible jurisdictions on a formula basis as determined by the following:

- Fifty percent (50%) is divided between eligible jurisdictions based on the ratio of each eligible jurisdiction's population for the immediately preceding calendar year to the total County population (including incorporated and unincorporated areas) for the immediately preceding calendar year, both as determined by the State Department of Finance.
- Twenty-five percent (25%) is divided between eligible jurisdictions based on the ratio of each eligible jurisdiction's existing Master Plan of Arterial Highways (MPAH) centerline miles to the total existing MPAH centerline miles within the County as determined annually by the Orange County Transportation Authority (OCTA).
- Twenty-five percent (25%) is divided between eligible jurisdictions based on the ratio of each eligible jurisdiction's total taxable sales to the total taxable sales of the County for the immediate preceding calendar year as determined by the California Department of Tax and Fee Administration.

All LFS expenditures must comply with applicable requirements in the Ordinance and Eligibility Guidelines, as well as applicable state and federal laws.

### **Funding Projections**

OCTA contracts with three universities (California State University, Fullerton; Chapman University; University of California, Los Angeles) to provide a long-range forecast of taxable sales to forecast M2 revenues for the purposes of planning projects and program expenditures. In the past, OCTA has taken an average of the three university taxable sales projections to develop a long-range forecast of taxable sales. On March 28, 2016, as part of the fiscal year (FY) 2016-17 budget development process, the Board of Directors (Board) approved a new sales tax forecast methodology. The new methodology included a more conservative approach by utilizing a five-year forecast from MuniServices, Inc. The resulting revenue estimates are used for programming of competitive funds and as a guide for local jurisdiction planning within their respective Capital Improvement Programs (CIP).

Each year, OCTA also updates and provides an LFS Program Estimate for a minimum five-year period starting with the upcoming fiscal year. This estimate can be found in the "References" section of OCTA's Eligibility webpage: <http://www.octa.net/M2Eligibility>

### **OCTA's Responsibility**

The responsibilities of OCTA are outlined in the Ordinance, which requires OCTA to allocate M2 Net Revenues, including LFS funds, program or project obligations. These responsibilities are further outlined in master funding agreements between local jurisdictions and OCTA. In addition, OCTA conducts reviews of LFS funds. The audit objective is to ensure that M2 Net Revenues are accounted for and expended in compliance with the Ordinance.

## **Local Jurisdictions' Responsibility**

Local jurisdictions are required to expend LFS funds for streets and roads purposes in compliance with the Ordinance and to be accountable for efficient and transparent use of the apportioned funds. These responsibilities are further outlined in master funding agreements between local jurisdictions and OCTA.

## **V. Use of Funds**

### **Expenditure Authority**

Expenditure authority is governed by the Ordinance, which describes allowable uses of LFS funds as part of the Streets and Roads program. In addition, the Ordinance defines a "Street and Road Project" as the planning, design, construction, improvement, operation or maintenance necessary for, incidental to, or convenient for a street or road, or for any transportation purpose, including, but not limited to, purposes authorized by [Article XIX](#).

### **Eligible Project Types**

Only projects or costs that have a clear public transportation benefit are eligible. Any activities that would be eligible as an expenditure through [Article XIX](#), including but not limited to Streets and Roads Gas Tax Expenditures<sup>1</sup>, are eligible under the LFS program. Costs related to transit and/or active transportation services and projects are also eligible.

Examples of items that have been allowed in the past, but are not limited to, include:

- Pavement management plan
- Portion of ArcGIS software used for transportation purposes (must be supplemented with a reasonable and documented prorated cost methodology)
- Off-road trail or path used for transportation purposes
- Transit study
- Metrolink station maintenance and improvements
- Road widening
- Public alleys designated as part of the local jurisdiction street and road system
- Street drainage systems (must be clearly for the street)
- Traffic and pedestrian safety near schools

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<sup>1</sup> As outlined by the California State Controller's Office. *Guidelines Relating to Gas Tax Expenditures for Cities and Counties* (Gas Tax Fund Guidelines) can be found at [https://www.sco.ca.gov/pubs\\_guides.html](https://www.sco.ca.gov/pubs_guides.html).

- Staff time used for transportation purposes that are readily identifiable with the transportation purpose (direct costs)
- Public transit operations, including local match<sup>2</sup>
- Overhead incurred for street or road purposes (indirect costs) that is supported by a documented, equitable, and current cost allocation plan

### **Indirect/Overhead Costs**

Indirect costs, or general street or road overhead costs, are expenditures that benefit more than one cost center or object code and are not directly assignable. These expenses should be allocated to the benefitting cost centers or object codes on a basis that produces equitable results, considering the benefits derived.

Examples of indirect costs include allocating information technology overhead costs based on the number of computers assigned to a cost center, allocating supervision labor costs based on direct costs by employees, allocating accounts payable costs based on invoices paid by cost center or object code, and allocating procurement costs based on the number of contracts procured.

A documented, reasonable methodology or cost allocation plan must be on file to support any allocations of indirect costs and should be current (no more than five years old). Allocation of budgeted amounts or deposits to sinking funds are not allowable. Allocation of overhead and/or indirect costs without sufficient support may result in a finding of misspent M2 funds.

Other questionable expenditures are subject to the review and approval of the M2 Program Management Office (PMO). Please contact the PMO Manager, Francesca Ching, at [fching@octa.net](mailto:fching@octa.net) or (714) 560-5625.

**It is critical that LFS funds only be used for transportation purposes. Section 10(4) of the Ordinance clearly states that no Net Revenues shall be used by a jurisdiction for other than transportation purposes authorized by the Ordinance. Any jurisdiction which violates this provision must fully reimburse the Authority for the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues for a period of five (5) years. There is no minimum threshold to this requirement.**

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<sup>2</sup> Please double-check applicable grant program guidelines for whether there are limitations on using LFS for match within the grant program.

## **Time Limit for Use of Net Revenues**

Per Attachment B, Section III(A)(10)(b) of the Ordinance, Net Revenues received by local jurisdictions through the LFS program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds. For review purposes, OCTA will track expenditures based on the fiscal year of receipt plus two additional fiscal years. Fiscal year means July 1 through June 30. For example, funds received in March 2024, if tracked by fiscal year, should be spent by June 30, 2026. The OCTA Board may authorize an extension of up to 24 months beyond the deadline. Since OCTA is tracking this based on fiscal year, the local jurisdiction would have to provide documentation of the original disbursement date in order for that date to be used for the deadline and would only be required if the funding is not spent before the end of the applicable fiscal year. Requests for extensions shall be submitted prior to expiration and may be considered by the OCTA Board through the CTFP Semi-Annual Review process. Requests for extension must include a plan of expenditure. Refer to the Eligibility Guidelines for additional information regarding expenditure deadlines and extension requests.

## **Expired Funds**

Expired funds, including interest earned and related revenues, must be returned to OCTA. The local jurisdiction will contact OCTA Local Programs and provide the LFS amount for return, per disbursement. For interest earned, documentation supporting the interest amount must also be included. These funds shall be returned for redistribution within the same source program.

## **Excess Right-of-Way**

Local jurisdictions that use LFS funds to acquire project right-of-way (ROW) shall appropriately dispose of land deemed in excess of the proposed transportation use. The jurisdiction shall use any proceeds received from the sale of excess ROW for LFS eligible activities.

## **Advancement of Funds or Loans**

Per Section 5 of the Ordinance, OCTA is authorized to bond against future M2 revenues. Use of LFS revenues for bonding (including debt service) shall be limited to 25 percent (25%) of the jurisdiction's annual LFS revenues unless the OCTA Board approves an exception to this percentage limitation policy on a case-by-case basis. Bonding or loans must clearly support work that is otherwise eligible for LFS funds. Before entering into any agreements to finance against future M2 revenues, local jurisdictions should consult

with the M2 PMO and obtain prior approval. Contact the PMO Manager, Francesca Ching, at [fching@octa.net](mailto:fching@octa.net) or (714) 560-5625.

There may also be limited opportunities to receive Board approval for advancements of LFS funds through OCTA for large transformative, regional projects. If you believe you have a project that might qualify for consideration, please contact the PMO Manager, Francesca Ching, at [fching@octa.net](mailto:fching@octa.net) or (714) 560-5625.

### **Interest Derived from Net Revenues**

- Interest from any M2 competitive funding program and LFS must be held in separate accounts.
- Local M2 interest proceeds must be spent by the local jurisdiction on transportation activities consistent with LFS eligible transportation activities.
- All interest accumulated at the conclusion of M2 is to be expended within three years of the program sunset date (March 31, 2041) or consistent with a Board-approved extension request.

## **VI. Safeguards of Revenues**

### **General Provisions from Attachment B, Section 10 of the Ordinance**

- Receipt, maintenance, and expenditure of LFS funds, including interest, shall be distinguishable in each jurisdiction's accounting records from other funding sources, and expenditures shall be distinguishable by program.
- All entities receiving M2 funds must report annually on expenditures.
- LFS shall only be used by a jurisdiction for transportation purposes. If it is determined that the jurisdiction did not comply with this requirement, the jurisdiction would be required to pay the funding back and **would not be eligible to receive any M2 funding for a period of five years.**
- No supplanting of funds. No funds may be used to supplant developer funding which has been or will be committed for any transportation project.
- Every effort shall be made to maximize matching state and federal transportation dollars.

### **Reporting of LFS**

For the purposes of reporting non-project work (maintenance, repair, and other non-project related costs) funded by LFS funds, the annual M2 Expenditure Report cited in Attachment B, Section III(A)(8) of the Ordinance shall satisfy reporting requirements. If LFS funds are used for CTFP projects, the local jurisdiction shall also include a list of those

funds and/or other M2 funds in the Final Project Report cited in Attachment B, Section III (A)(9) of the Ordinance.

### **Independent Audit Process Overview**

Independent audits of a local jurisdiction's use of LFS in compliance with the Ordinance and LFS Guidelines may be initiated by OCTA's Internal Audit Department (or agent thereof).

Accurate records detailing specific expenditures of LFS funds must be maintained by local jurisdictions. These records must show that proper accounting and cash management procedures were followed, the use of funds was completed in accordance with the LFS Guidelines, and that all records and documentation related to LFS expenditures were adequately maintained. Consistent with the Ordinance, local jurisdictions must also establish a separate fund accounting system for LFS funds transactions and expenditures.

Local jurisdictions must maintain a complete set of records in accordance with generally accepted accounting principles, and with reasonable notice, shall permit the authorized representative(s) of OCTA to inspect and audit all work, materials, payroll, contracts, books, accounts, and other data for a period of five (5) years after expenditure of funds or five (5) years after final payment of debt service where LFS revenues were pledged, whichever is longer. OCTA has the right to reproduce any such books, records, and accounts. The provision with respect to audits should be extended to/and included in contracts with the local jurisdiction's contractor(s).

At a minimum, local jurisdictions are responsible for maintaining the records listed below.

### **Contracts**

For all contract expenses the following records must be maintained:

1. The original executed contract
2. Contractor invoices and proof of payment

### **Materials and other**

For all materials and other miscellaneous expenses funded through LFS, the following records must be maintained:

1. Original invoice (s) and/or purchase order and/or similar documents
2. Proof of payment

### **Direct labor**

For all direct labor charged to a project that is funded through LFS, including engineering labor, the following records must be maintained:

1. Time sheets showing total time charged to the transportation project, service, or ongoing transportation-related work
2. Payroll reports

### **Equipment**

Equipment rental charges related to a project shall be documented by the following records:

1. Vendor's or local agency's invoice
2. Confirmation of eligible transportation need for equipment

Additional information may be requested.



**April 6, 2026**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Funding Updates for Capital Projects and Creation of a Policy to Guide Redistribution of Savings for Federal Funds

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "To:" and "From:" lines of the memo.

**Overview**

The Southern California Association of Governments approved the project selection list for the federal fiscal year 2026-27 and 2027-28 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program at their Regional Council on December 4, 2025. Orange County local agencies, the Orange County Transportation Authority, and the Southern California Regional Rail Authority were awarded \$215.569 million through this call for projects nominations. A policy for the use of additional funding and programming adjustments to some projects is presented for the Orange County Transportation Authority Board of Directors' review and approval.

**Recommendations**

- A. Approve the programming of \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funding to seven regional projects.
- B. Approve the Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program Savings Policy.
- C. Authorize the reallocation of \$40.486 million in previously programmed SB 125 (Chapter 54, Statutes of 2023) Transit Program funds from Construction Critical Rail Infrastructure: Rail Track and Structures to Stabilize Rail and Bus Operations: Metrolink Fare Revenue Loss Project.
- D. Authorize the use of \$27.866 million in Measure M2 funds for Construction Critical Rail Infrastructure: Rail Track and Structures to replace SB 125 Transit Program funds previously programmed to Construction Critical Rail Infrastructure: Rail Track and Structures for the rehabilitation budget in fiscal year 2024-25 and fiscal year 2025-26.

- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

***Background***

The Southern California Association of Governments (SCAG), as the Metropolitan Planning Organization, is responsible for the selection of Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program-funded projects in the SCAG region. As part of SCAG’s selection process, the Orange County Transportation Authority (OCTA), as the Regional Transportation Planning Agency (RTPA) for Orange County, evaluated each project submitted for consideration and assigned the project recommendations based on the project prioritization guidance that was approved by the OCTA Board of Directors (Board) on March 10, 2025. Prioritization of projects is based on a combination of project and agency eligibility, OCTA priorities, clear demonstration of community/stakeholder engagement, and project deliverability and readiness.

On July 14, 2025, the OCTA Board approved project recommendations for the federal fiscal year (FFY) 2026-27 and 2027-28 STBG/CMAQ call for project nominations (call). A total of 66 projects were submitted to SCAG, requesting a total of \$420.661 million. Following Board approval, OCTA provided the project recommendations to SCAG for its final selection process prior to the August 1, 2025, deadline.

SB 125 amended the Budget Act of 2023, creating a formula funding program using a combination of state general fund, greenhouse gas reduction fund, and public transportation account revenues to support transit operations and capital needs through two funding programs: the Transit and Intercity Rail Capital Program (TIRCP), which has a very broad use, and the Zero-Emission Transit Capital Program (ZETCP), which was developed specifically to support zero-emission bus needs. The funds are distributed to RTPA by the California State Transportation Agency (CalSTA) and are referred to as the SB 125 Transit Program. Designated as an RTPA for this purpose, OCTA is responsible for using or further distributing these funds to qualifying transit operators. CalSTA subsequently approved OCTA’s submittal for \$380.916 million for three broad categories of projects: Stabilize Rail and Bus Operations, Construction of Critical Rail Infrastructure, and Deployment of Zero Emission Bus and Clean Energy.

At the OCTA Board meeting on February 23, 2026, staff presented the State Legislative Status Report which summarized Governor Gavin Newsom’s proposed fiscal year (FY) 2026-27 state budget. The ZETCP funding for FY 2026-27 and 2027-28 was not included in the Governor’s budget proposal. The recommended funding changes to SB 125 Transit Program TIRCP-funded projects proposed in this item are not funded through the ZETCP and therefore are not impacted by the Governor’s proposed budget. Further, OCTA has already received the SB 125

Transit Program TIRCP funding proposed for amendment in this item. Staff will continue to monitor the FY 2026-27 state budget development process and evaluate potential impacts to OCTA’s SB 125 Transit Program projects and the ZETCP as additional details become available.

**Discussion**

**STBG and CMAQ**

The SCAG Regional Council approved the project selection list and contingency list for STBG and CMAQ funding on December 4, 2025. This action included \$212.569 million for 35 Orange County regional and local transportation projects. Local agencies were awarded \$86.901 million for 28 projects, and the Southern California Regional Rail Authority (SCRRA) and OCTA received a combined \$128.668 million for seven regional projects.

To maximize funding throughout the County, OCTA voluntarily reduced the funding request for several of the awarded regional projects as noted in the table below. These projects are good candidates for competitive grants and OCTA will seek to fully fund them through competitive programs. The commuter rail/fixed-guideway projects are also Measure (M2) projects and could be supported using M2 Project R or Project S funds. Staff will return to the Board with an updated funding plan for the projects that still need funding as future grants are awarded.

Several local agency projects were only partially funded by SCAG, even with the voluntary reductions made by OCTA. Staff is working with SCAG and the local agencies to modify the scope of these projects or adjust as necessary. The project award list is provided in Attachment A.

Board approval is necessary to accept the final funding recommendations for the following selected regional projects (OCTA project descriptions are included as Attachment B):

<b>Project Name</b>	<b>Total Funding Request (000’s)</b>	<b>Total Funding Awarded (000’s)</b>
Interstate 5 Improvements from the San Diego County Line to Avenida Pico	40,000	40,000
Alternate Fuel Replacement Buses (18)	30,000	30,000
Metrolink Rehabilitation (Two Years)	30,000	22,000
OC Streetcar Operations	25,500	14,704
OC Connect	25,000	14,420
PCH Bridge Replacement (Mile Post 200.2)	5,544	5,544
First Street Complete Streets and Transit Signal Priority	12,000	2,000
<b>Total (000’s)</b>	<b>\$ 168,044</b>	<b>\$ 128,668</b>

OC – Orange County  
PCH – Pacific Coast Highway

Nineteen additional projects, one from OCTA and 18 from local agencies, have been placed on SCAG's contingency list. SCAG's contingency projects are considered SCAG-selected and eligible to receive STBG/CMAQ funds if additional funding becomes available. Twelve local projects were not recommended for funding. The SCAG contingency list and projects that were not recommended for funding are provided in Attachment C.

SCAG adopted Programming Procedures for Federal Highway Administration Administered federal funding on February 5, 2026, that provide programming procedures for post-award activities. The procedures delegate the authority to OCTA to redirect project savings from projects within Orange County to SCAG-selected projects (projects recommended for funding and contingency list projects that were not fully funded). A draft OCTA policy to direct the use of STBG/CMAQ funding, should it become available due to savings, is proposed for Board approval.

#### Recommended STBG/CMAQ Savings Policy

Per SCAG guidelines, only projects that have been SCAG-selected through the call nomination process can be considered for STBG/CMAQ savings. Every six months, staff will evaluate available savings and recommend for Board approval distribution of the funding as follows:

- First priority for any savings from an OCTA or local agency project will be to projects that have a regional benefit sponsored by OCTA as the highest priority and with a lower priority for regional projects that are sponsored by SCRRRA or another agency. These projects are important to both local and regional transportation, and this priority also recognizes OCTA's willingness to decrease the funding share to some regional projects to help fund local agency projects.
- Second priority for savings from either an OCTA or local agency project is to program the funds to a local agency project in the following order:
  - Tier 1 - Projects that were highly recommended by both OCTA and SCAG but were not funded or were only partially funded and that are ready to obligate the funds within the timeframe of the associated call cycle.
  - Tier 2 - Projects that were highly recommended by OCTA and recommended by SCAG but were not funded or were only partially funded and can obligate the funds within the timeframe of the associated call cycle.
  - Tier 3 - Projects that were recommended by both OCTA and SCAG but were not funded or were only partially funded and can obligate the funds within the timeframe of the associated call cycle.

- Tier 4 - Projects that were recommended by OCTA and are SCAG-selected but were not funded or were only partially funded and can obligate the funds within the timeframe of the associated call cycle.

OCTA’s contingency list for the use of additional STBG/CMAQ funds is included as Attachment C.

**SB 125**

In August of 2024, OCTA programmed approximately \$109 million of the \$380.916 million in SB 125 Transit Program funding to a project titled Construction of Critical Rail Infrastructure. The overall project included \$50 million for coastal rail contingency needs, most of which is still available, \$42.304 million for Metrolink Rehabilitation, of which \$1.818 million has been used, leaving a balance of \$40.486 million, and \$17 million for the San Juan Creek Bridge, most of which has been expended.

However, OCTA has encountered an accounting and reporting issue that prevents the use of the remaining \$40.486 million in SB 125 Transit Program funds for Metrolink rehabilitation. The most viable option is to reallocate these funds to another project within OCTA’s approved SB 125 Transit Program. Therefore, staff recommends reallocating \$40.486 million currently programmed for the Construction Critical Rail Infrastructure: Rail Track and Structures (Metrolink Rehabilitation) Project to the Stabilize Rail and Bus Operations Metrolink Fare Revenue Loss project for Metrolink Operations Project.

Once reallocated, these SB 125 Transit Program funds will be used in the future to offset the need for M2 funding. The table below presents a simplified summary of the proposed reallocation.

<b>Project</b>	<b>Existing SB 125</b>	<b>Reallocation of SB 125</b>
Metrolink Rehabilitation	\$40,486	
Metrolink Operations		\$40,486
<b>Total (000's)</b>	<b>\$40,486</b>	<b>\$40,486</b>

Reallocating these SB 125 Transit Program funds from Metrolink rehabilitation to Metrolink operations creates a funding gap of \$40.486 million for Metrolink rehabilitation. Of this amount, \$27.866 million has already been committed to SCRRRA through the FY 2024-25 and FY 2025-26 cooperative agreements. Staff is recommending approval to use M2 funds to backfill the SB 125 funds that would

have supported Metrolink rehabilitation during these FYs. Local M2 funds are necessary because state and federal funds cannot be applied retroactively.

Fortunately, as noted in the STBG and CMAQ section above, Metrolink rehabilitation was also awarded an additional \$22 million in federal STBG funds through the STBG/CMAQ call. This funding helps offset the remaining unfunded balance of \$12.620 million related to the SB 125 Transit Program reallocation and then some. The specific timing for the use of the \$22 million in STBG funds will be presented with the annual Metrolink budget.

Every state and federal dollar that OCTA brings into its programs that are otherwise funded through M2 helps offset the future need for M2 funding.

All of the uses of funding programs described in this section and in the prior sections are consistent with OCTA's Capital Programming Policies.

The Capital Funding Program is included as Attachment E. It is a report that provides a summary of how OCTA's capital projects are currently funded and is updated with every funding action for capital projects, including the proposed changes in this item.

#### Next Steps

The SCAG Regional Council approved the project selection list for the FFY 2026-27 and 2027-28 STBG/CMAQ Improvement Program on December 4, 2025, and SCAG has announced the awards to the recipients. To be consistent with SCAG's Federal Transportation Improvement Program (FTIP) guidelines, all federally funded or regionally significant projects must be included in the FTIP. Staff is working with SCAG, the California Department of Transportation, and local agencies to add or amend awarded projects in the FTIP and will evaluate any savings as they become available. Additionally, staff will submit an amendment to CalSTA requesting adjustments to the SB 125 Transit Program funding allocations as discussed above.

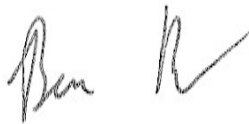
***Summary***

Orange County agencies and SCRRA were awarded \$215.569 million in STBG/CMAQ funding for 35 local and regional transportation projects on December 4, 2025, at SCAG's Regional Council. Programming these funds to regional projects, identifying a policy for how to use savings, and funding adjustments related to SB 125 Transit Program funding for Metrolink rehabilitation and operations are recommended for Board approval.

***Attachments***

- A. Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Award List
- B. Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Descriptions
- C. Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Contingency and Not Recommended List
- D. OCTA Contingency List
- E. Capital Funding Program Report

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**Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Award List**

<b>Agency</b>	<b>Project Name</b>	<b>Total Funding Requested</b>	<b>Total Approved Funding</b>
<b>Regional Projects:</b>			
OCTA	Alternate Fuel Replacement Buses (18)	\$ 30,000,000	\$ 30,000,000
OCTA	First Street Complete Streets and Transit Signal Priority	\$ 12,000,000	\$ 2,000,000
OCTA	Metrolink Rehabilitation (Two Years)	\$ 30,000,000	\$ 22,000,000
OCTA	OC Connect	\$ 25,000,000	\$ 14,420,000
OCTA	Interstate 5 Improvements from San Diego County Line to Avenida Pico	\$ 40,000,000	\$ 40,000,000
OCTA	OC Streetcar Operations	\$ 25,500,000	\$ 14,704,000
SCRRA	PCH Bridge Replacement (SCRRA Orange Subdivision, Mile Post 200.2)	\$ 5,544,000	\$ 5,544,000
		<b>Subtotal Regional Projects Awards:</b>	
			\$ 128,668,000
<b>Local Agency Projects:</b>			
Anaheim	Anaheim Boulevard Rehabilitation: La Palma Avenue to East Simmons Avenue	\$ 6,947,000	\$ 6,947,000
Anaheim	Santa Ana River Multimodal Bridge	\$ 7,000,000	\$ 7,000,000
Brea	Tracks at Brea Final Phase Gap Closure	\$ 1,771,000	\$ 1,771,000
Buena Park	Commonwealth Avenue Complete Streets and Pavement Rehabilitation Project	\$ 2,921,000	\$ 2,921,000
Costa Mesa	Adams Avenue Active Transportation Improvements – Multipurpose Trails	\$ 2,777,000	\$ 2,777,000
Costa Mesa	Fair Drive For All Project	\$ 7,000,000	\$ 679,000
Fountain Valley	Rehabilitation and Resurfacing of Talbert Avenue, from East City Limit to Ward Street	\$ 2,640,000	\$ 2,640,000
Fullerton	Euclid Street - Valencia Avenue to State Route 91 Project	\$ 4,984,000	\$ 324,000
Fullerton	Yorba Linda Boulevard – State College Boulevard to Bradford Avenue Street Rehabilitation Project	\$ 6,383,000	\$ 290,000
Huntington Beach	Garfield Avenue and Goldenwest Street Roadway Improvements	\$ 6,197,000	\$ 531,000
Huntington Beach	Goldenwest Street Roadway Improvements	\$ 6,197,000	\$ 531,000
Irvine	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	\$ 4,000,000	\$ 4,000,000
Laguna Beach	Laguna Canyon Road: Protect and Connect	\$ 7,000,000	\$ 7,000,000
Mission Viejo	Marguerite Parkway Roadway Rehabilitation	\$ 3,063,000	\$ 400,000
Orange	Santiago Canyon Road Rehabilitation Project	\$ 3,388,000	\$ 238,000
Placentia	Palm Drive	\$ 4,200,000	\$ 339,000
Placentia	Rose Drive	\$ 2,651,000	\$ 189,000
San Clemente	San Clemente North Beach Train Station Area Improvements and Transportation Demand Management Plan	\$ 4,250,000	\$ 850,000
Santa Ana	Euclid Street Vision Zero Improvement Project Segment 1 - First Street to McFadden Avenue	\$ 5,699,000	\$ 5,699,000
Santa Ana	Euclid Street Vision Zero Improvement Project Segment 2 - Hazard Avenue to First Street	\$ 5,092,000	\$ 5,092,000
Santa Ana	Euclid Street Vision Zero Improvement Project Segment 3 - McFadden Avenue to Edinger Avenue	\$ 4,671,000	\$ 4,671,000
Seal Beach	Seal Beach Boulevard Pavement Rehabilitation	\$ 5,520,000	\$ 1,104,000
Stanton	Western Avenue Rehabilitation Project	\$ 2,000,000	\$ 2,000,000
Tustin	Red Hill Avenue Rehabilitation Project (Sycamore Avenue to Bryan Avenue)	\$ 7,000,000	\$ 7,000,000
Tustin	Jamboree Road Rehabilitation Project (Interstate 5 to Portola Parkway)	\$ 7,000,000	\$ 7,000,000
Tustin	Tustin Ranch Road Pedestrian Bridge	\$ 7,000,000	\$ 7,000,000
Westminster	Goldenwest Street Improvements	\$ 5,492,000	\$ 5,492,000
Yorba Linda	Yorba Linda Boulevard/Savi Ranch Class I/IV Bikeway (Savi Ranch Parkway Widening and Connect Savi Ranch)	\$ 2,416,000	\$ 2,416,000
		<b>Subtotal Local Agency Awards:</b>	
			\$ 86,901,000
		<b>Orange County Projects Total Awards:</b>	
			\$ 215,569,000

OC - Orange County  
OCTA - Orange County Transportation Authority  
PCH - Pacific Coast Highway  
SCAG - Southern California Association of Governments  
SCRRA - Southern California Regional Rail Agency

**Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Descriptions**

**Interstate 5 Improvements from the San Diego County Line to Avenida Pico**

Interstate 5 (I-5) is the major north-south route that is used for inter-regional, interstate, and international travel and goods movement. It connects Orange County with San Diego County to the south and to Los Angeles County to the north. The I-5 corridor is also the main route to beaches and tourist attractions in the City of San Clemente, San Onofre State Beach, and the United States Marine Corps Base Camp Pendleton. Additionally, I-5 provides critical access to Trestles State Beach, which is scheduled to host surfing events during the 2028 Summer Olympics, further highlighting the corridor’s role in supporting regional mobility, tourism, and international event coordination. The Orange County Transportation Authority (OCTA) requested and was approved for \$40 million in Surface Transportation Block Grant (STBG) for plans, specifications, and estimates which would result in final design for the project.

<b>Existing Funding (\$000s)</b>	<b>STBG</b>	<b>CMAQ</b>	<b>Total</b>
PSR	\$121	\$450	\$571
PA/ED	\$6,407		\$6,407
PS&E			
ROW			
CON			
<b>TOTAL</b>	<b>\$6,528</b>	<b>\$450</b>	<b>\$6,978</b>

<b>Funding (\$000s)</b>	<b>STBG</b>	<b>CMAQ</b>	<b>Future Application or Programming of Non-Federal Funds</b>	<b>Total</b>
PSR	\$121	\$450		\$571
PA/ED	\$6,407			\$6,407
PS&E	\$40,000		\$6,086	\$46,086
ROW				
CON				
<b>TOTAL</b>	<b>\$46,528</b>	<b>\$450</b>	<b>\$6,086</b>	<b>\$53,064</b>
Approved Fund	\$40,000		\$6,086	\$46,086

CMAQ – Congestion Mitigation and Air Quality Improvement  
 CON – Construction  
 PA/ED – Project Approval/Environmental Documentation  
 PS&E – Plans, Specifications, and Estimates  
 PSR – Project Study Report  
 ROW – Right-of-way

**Alternate Fuel Replacement Buses (18)**

OCTA has committed to converting the entire OC Bus fleet of 432 fixed-route buses to zero emission by 2040. The purchase of 18 alternate fuel replacement 60-foot buses will help OCTA to be in compliance with the California Air Resources Board-adopted Innovative Clean Transit Rule, which requires public transit agencies in the State of California to shift their bus fleets to zero-emission buses by 2040. The overall project will replace 18 compressed natural gas 60-foot buses as they reach the end of their useful life. The buses will be equipped with seating for 59 passengers or

57 passengers and two wheelchairs, an internal and external camera system, Wi-Fi and mobile routers, a farebox equipped for mobile ticketing, radio system, automatic vehicle locator, and a three-position bicycle rack. Consistent with OCTA's Comprehensive Business Plan, the useful life of these buses is estimated to be 18 years or 500,000 miles. OCTA requested and was approved for \$30 million in CMAQ funding which, combined with the other funding in the table below, will support the replacement of 18 60-foot buses.

Funding (\$000s)	CMAQ	SB 125	LTF	Total
PA/ED				
PS&E				
ROW				
CON	\$30,000	\$13,381	\$1,619	\$45,000
<b>TOTAL</b>	<b>\$30,000</b>	<b>\$13,381</b>	<b>\$1,619</b>	<b>\$45,000</b>
Approved Funding	\$30,000			\$30,000

LTF – Local Transportation Fund

SB 125 – SB 125 (Chapter 54, Statutes of 2023) Transit and Intercity Rail Capital Program Formula

### Metrolink Rehabilitation (Two Years)

OCTA requested \$30 million but was approved for \$22 million in STBG funding to provide support for OCTA's share of Metrolink track, structures, and vehicle rehabilitation. This project builds on OCTA's investment in Metrolink service and ensures the rail system remains in a state of good repair. Rehabilitation projects are those that extend the useful life of existing capital assets through activities such as the replacement of worn ties and rail, worn or outdated signal system components, tunnels, bridges and culverts, rolling stock components, and midlife overhaul of rail cars and locomotives. The Metrolink Rehabilitation Project will rehabilitate or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the commuter rail system in a state of good repair. Combined with the existing Federal Transit Administration Section 5337 State of Good Repair Grants, these funds would help support this funding need for up to three years.

Existing Funding (\$000s)	STBG	FTA 5337	M2	Total
PA/ED				
PS&E				
ROW				
CON		\$38,000	\$3,886	\$41,886
<b>TOTAL</b>	<b>\$0</b>	<b>\$38,000</b>	<b>\$3,886</b>	<b>\$41,886</b>

Funding (\$000s)	STBG	FTA 5337	M2	Total
PA/ED				
PS&E				
ROW				
CON	\$22,000	\$38,000	\$3,886	\$63,886
<b>TOTAL</b>	<b>\$22,000</b>	<b>\$38,000</b>	<b>\$3,886</b>	<b>\$63,886</b>
Approved Funding	\$22,000			\$22,000

FTA 5337 – Federal Transit Administration State of Good Repair Grants 5337

M2 – Measure M2

## OC Streetcar Operations

OC Streetcar service, the first streetcar service in Orange County, will operate along a 4.15-mile route from the Santa Ana Regional Transportation Center (SARTC) to a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove (Garden Grove). Service is planned to operate every ten minutes during weekday daytime hours and every 15 minutes during weekday evenings and on weekends. The OC Streetcar is a long-needed mobility solution within the community and will reconnect the community from the SARTC, which provides direct connections to regional rail, OCTA bus, and intercity and international bus services through the City of Santa Ana's (Santa Ana) central business district and Civic Center, and northwest on a transit dedicated OCTA-owned ROW, former path of the old Pacific Electric streetcar over the Santa Ana River to Garden Grove, where it meets OCTA's busiest bus line on Harbor Boulevard. OCTA requested \$25.5 million but was approved for \$14.704 million in CMAQ. CMAQ can be used to assist with operations for new services within the first five years of operations.

Existing Funding (\$000s)	CMAQ	SB 125	LCTOP	M2	Other*	Total
PA/ED						
PS&E						
ROW						
CON	\$30,274	\$59,374	\$15,285	\$13,577	\$31,754	\$150,264
<b>TOTAL</b>	<b>\$30,274</b>	<b>\$59,374</b>	<b>\$15,285</b>	<b>\$13,577</b>	<b>\$31,754</b>	<b>\$150,264</b>

Funding (\$000s)	CMAQ	SB 125	LCTOP	M2	Other*	Total
PA/ED						
PS&E						
ROW						
CON	\$44,978	\$59,374	\$15,285	\$13,577	\$31,754	\$164,968
<b>TOTAL</b>	<b>\$44,978</b>	<b>\$59,374</b>	<b>\$15,285</b>	<b>\$13,577</b>	<b>\$31,754</b>	<b>\$164,968</b>
Approved Funding	\$14,704					\$14,704

LCTOP – Low Carbon Transit Operations Program

\*Other includes Fares and Shares from the City of Santa Ana and the City of Garden Grove

## OC Connect

OC Connect is an active transportation trail along the OCTA-owned former Pacific Electric ROW and the County of Orange-owned Wintersburg Channel. The project is located between the downtown areas of Garden Grove and Santa Ana as well as surrounded by high-traffic streets and disadvantaged neighborhoods providing a critical connection with public access to the trail from 15 different entry points. The project traverses approximately 2.5 miles in Garden Grove and 1.5 miles in Santa Ana. The project will add 3.95 miles of a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists. More specifically, the trail stretches 3.1 miles between Euclid Street in Garden Grove to Raitt Street in Santa Ana, and 0.85 miles along the Wintersburg Channel beginning at the ROW in Garden Grove and traversing south to Hazard Avenue in Santa Ana. OCTA requested \$10 million in STBG and \$15 million in CMAQ but was approved for \$1.289 million in STBG and \$13.131 million in CMAQ for construction.

Existing Funding (\$000s)	ATP	STIP	CPF/CDS	Total
PA/ED	\$3,000			\$3,000
PS&E		\$3,900	\$750	\$4,650
ROW				
CON				
<b>TOTAL</b>	<b>\$3,000</b>	<b>\$3,900</b>	<b>\$750</b>	<b>\$7,650</b>

Funding (\$000s)	ATP	STIP	CPF/CDS	STBG	CMAQ	Total
PA/ED	\$3,000					\$3,000
PS&E		\$3,900	\$750			\$4,650
ROW						
CON				\$1,289	\$13,131	\$14,420
<b>TOTAL</b>	<b>\$3,000</b>	<b>\$3,900</b>	<b>\$750</b>	<b>\$1,289</b>	<b>\$13,131</b>	<b>\$22,070</b>
Approved Fund				\$1,289	\$13,131	\$14,420

ATP – Active Transportation Program

CPF/CDS – Community Project Funding/Congressionally Directed Spending

STIP – State Transportation Improvement Program

### First Street Complete Streets and Transit Signal Priority

The project is for active transportation and transit improvements along Santa Ana-owned ROW First Street. The project traverses approximately 4.1 miles from Bristol Street to Newport Avenue in the City of Tustin and builds upon planning work initiated under a Regional Early Action Planning (REAP) 2.0 grant. Improvements will include Class IV protected and/or buffered bicycle lanes, enhanced pedestrian access through upgraded sidewalks and Americans with Disabilities Act compliant ramps, upgraded bus stops with amenities such as shelters and boarding islands, and transit signal priority infrastructure. These multimodal enhancements will improve safety, accessibility, and mobility for transit riders, pedestrians, and cyclists along a high-ridership corridor served by OCTA Route 64. The First Street corridor currently experiences high volumes of transit use, pedestrian activity, and vehicle traffic but lacks adequate infrastructure to safely and efficiently support multimodal travel. Existing conditions limit the comfort and reliability of bus service, while narrow or incomplete pedestrian and bicycle facilities create safety concerns and discourage active transportation. There is a critical need to reimagine this corridor to improve accessibility, safety, and mobility for all users, particularly for those who rely on transit and non-vehicular modes to access jobs, services, and key destinations. OCTA requested \$6 million in STBG and \$6 million in CMAQ but was approved for \$2 million in CMAQ for PS&E.

<b>Existing Funding (\$000s)</b>	<b>REAP 2.0</b>	<b>City</b>	<b>Total</b>
PAVED	\$4,300		\$4,300
PS&E		\$259	\$259
ROW			
CON			
<b>TOTAL</b>	<b>\$4,300</b>	<b>\$259</b>	<b>\$4,559</b>

<b>New Funding (\$000s)</b>	<b>CMAQ</b>	<b>REAP 2.0</b>	<b>City</b>	<b>Total</b>
PAVED		\$4,300		\$4,300
PS&E	\$2,000		\$259	\$2,259
ROW				
CON				
<b>TOTAL</b>	<b>\$2,000</b>	<b>\$4,300</b>	<b>\$259</b>	<b>\$6,559</b>
Approved Fund	\$2,000			\$2,000

**Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Contingency  
and Not Recommended List**

<b>Agency</b>	<b>Project Name</b>	<b>Total Funding Requested</b>
Anaheim	La Palma Avenue Rehabilitation Project: Euclid Street to Harbor Boulevard	\$ 2,658,000
Costa Mesa	Traffic Signal Resiliency Project	\$ 6,392,000
Fountain Valley	Four (4) School Area Mid-Block Crosswalks Improvements	\$ 3,825,000
Fountain Valley	Rehabilitation and Resurfacing of Newhope Street, Ward Street, Ellis Avenue, and Slater Avenue	\$ 3,360,000
Mission Viejo	Alicia Parkway Roadway Rehabilitation	\$ 4,314,000
Orange	Santiago Creek Bike Trail Gap Closure Phase 2	\$ 5,100,000
Orange	Tustin Street Rehabilitation Project	\$ 6,967,000
OCTA	State Route 74 Ortega Highway Gap Closure and Multimodal Improvements	\$ 1,500,000
Dana Point	Golden Lantern (Stonehill Drive to Pacific Coast Highway) and Camino De Estrella (Calle Hermosa to Camino Capistrano) Arterial Roadway Resurfacing Project	\$ 3,147,000
Dana Point	Selva Road (Chula Vista Avenue to Stonehill Drive) Arterial Roadway Resurfacing Project	\$ 1,387,000
La Habra	OC Loop Gap Closure Project	\$ 6,197,000
La Palma	Valley View Street (Southern California Edison Right-of-Way to Priest Drive) Rehabilitation Project	\$ 5,132,000
La Palma	Valley View Street (183rd Street to Orangethorpe Avenue) Pavement Rehabilitation Project	\$ 4,497,000
Laguna Hills	Arterial Pavement Rehabilitation Project - Moulton Parkway	\$ 2,500,000
Laguna Niguel	Alicia Parkway Pavement Rehabilitation from Crown Valley Parkway to Highlands Avenue	\$ 5,944,000
Laguna Niguel	Golden Lantern Bicycle Safety Improvements	\$ 883,000
Mission Viejo	Muirlands Boulevard Roadway Rehabilitation	\$ 1,522,000
Yorba Linda	City of Yorba Linda Master Plan of Arterial Highways Preservation Project	\$ 7,000,000
Yorba Linda	City of Yorba Linda National Highway System Preservation Project	\$ 7,000,000
<b>Total:</b>		<b>\$ 79,325,000</b>

**Not Recommended by SCAG**

<b>Agency</b>	<b>Project Name</b>	<b>Total Funding Requested</b>
Aliso Viejo	City of Aliso Viejo Street Rehabilitation Project	\$ 4,436,000
Aliso Viejo	Arterial Slurry Seal and Bicycle Lane Improvement Project	\$ 2,438,000
Dana Point	Niguel Road (Camino Del Avion to Tennis Villas Drive North) and Niguel Road (Stonehill Drive to Pacific Coast Highway) Arterial Roadway Resurfacing Project	\$ 1,339,000
Fountain Valley	Rehabilitation and Resurfacing of Edinger Avenue from Euclid Street to Newhope Street	\$ 1,500,000
Huntington Beach	Huntington Beach Bluff Top Trail Stabilization Project	\$ 7,000,000
Irvine	South Yale Corridor Bicycle and Pedestrian Facilities Improvements	\$ 5,000,000
Laguna Niguel	Median Enhancements Project	\$ 2,231,000
Mission Viejo	La Paz Road Roadway Rehabilitation	\$ 985,000
San Clemente	Avenida Pico Bicycle Lane and Pedestrian Improvements	\$ 510,000
Santa Ana	Fairview Bridge Replacement and Street Improvements from 9th Street to 16th Street	\$ 3,098,000
Seal Beach	Citywide Safety Action Plan Implementation	\$ 4,848,000
Tustin	Tustin Citywide Active Transportation Plan	\$ 425,000
<b>Total:</b>		<b>\$ 33,810,000</b>

OCTA - Orange County Transportation Authority

OC - Orange County

SCAG - Southern California Association of Governments

**OCTA Contingency List**

<b>First priority is to OCTA sponsored regional projects that have a funding need.</b>			
<b>Second priority is to local agency projects that have a funding need as follows:</b>			
<b>Priority</b>	<b>Agency</b>	<b>Project Name</b>	<b>Unfunded Need (based on original application)</b>
<b>Tier 1 - Highly recommended by both OCTA and SCAG but not fully funded:</b>			
Tier 1	Fullerton	Euclid Street - Valencia Avenue to State Route 91 Project	\$ 4,660,000
<b>Tier 2 - Highly recommended by OCTA and recommended by SCAG but not fully funded:</b>			
Tier 2	Placentia	Rose Drive	\$ 2,462,000
Tier 2	Mission Viejo	Marguerite Parkway Roadway Rehabilitation	\$ 2,663,000
Tier 2	Orange	Santiago Canyon Road Rehabilitation Project	\$ 3,150,000
Tier 2	Fountain Valley	Rehabilitation and Resurfacing of Newhope Street, Ward Street, Ellis Avenue, and Slater Avenue	\$ 3,360,000
Tier 2	Mission Viejo	Alicia Parkway Roadway Rehabilitation	\$ 4,314,000
Tier 2	Seal Beach	Seal Beach Boulevard Pavement Rehabilitation	\$ 4,416,000
Tier 2	Huntington Beach	Garfield Avenue and Goldenwest Street Roadway Improvements	\$ 5,666,000
Tier 2	Huntington Beach	Goldenwest Street Roadway Improvements	\$ 5,666,000
Tier 2	Fullerton	Yorba Linda Boulevard – State College Boulevard to Bradford Avenue Street Rehabilitation Project	\$ 6,093,000
<b>Tier 3 - Recommended by OCTA but only partially or not funded (SCAG recommended):</b>			
Tier 3	Anaheim	La Palma Avenue Rehabilitation Project: Euclid Street to Harbor Boulevard	\$ 2,658,000
Tier 3	San Clemente	San Clemente North Beach Train Station Area Improvements and Transportation Demand Management Plan	\$ 3,400,000
Tier 3	Fountain Valley	Four (4) School Area Mid-Block Crosswalks Improvements	\$ 3,825,000
Tier 3	Orange	Santiago Creek Bicycle Trail Gap Closure Phase 2	\$ 5,100,000
Tier 3	Costa Mesa	Fair Drive For All Project	\$ 6,321,000
Tier 3	Costa Mesa	Traffic Signal Resiliency Project	\$ 6,392,000
Tier 3	Orange	Tustin Street Rehabilitation Project	\$ 6,967,000
<b>Tier 4 - Recommended by OCTA but not funded (SCAG contingency list):</b>			
Tier 4	Laguna Niguel	Golden Lantern Bicycle Safety Improvements	\$ 883,000
Tier 4	Dana Point	Selva Road (Chula Vista Avenue to Stonehill Drive) Arterial Roadway Resurfacing Project	\$ 1,387,000
Tier 4	Mission Viejo	Muirlands Boulevard Roadway Rehabilitation	\$ 1,522,000
Tier 4	Laguna Hills	Arterial Pavement Rehabilitation Project - Moulton Parkway	\$ 2,500,000
Tier 4	Dana Point	Golden Lantern (Stonehill Drive to Pacific Coast Highway) and Camino De Estrella (Calle Hermosa to Camino Capistrano) Arterial Roadway Resurfacing Project	\$ 3,147,000
Tier 4	La Palma	Valley View Street (183rd Street to Orangethorpe Avenue) Pavement Rehabilitation Project	\$ 4,497,000
Tier 4	La Palma	Valley View Street (Southern California Edison Right-of-Way to Priest Drive) Rehabilitation Project	\$ 5,132,000
Tier 4	Laguna Niguel	Alicia Parkway Pavement Rehabilitation from Crown Valley Parkway to Highlands Avenue	\$ 5,944,000
Tier 4	La Habra	OC Loop Gap Closure Project	\$ 6,197,000
Tier 4	Yorba Linda	City of Yorba Linda Master Plan of Arterial Highways Preservation Project	\$ 7,000,000
Tier 4	Yorba Linda	City of Yorba Linda National Highway System Preservation Project	\$ 7,000,000

OC - Orange County

OCTA - Orange County Transportation Authority

SCAG - Southern California Association of Governments



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors - April 13, 2026

State Highway Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$337,943	\$47,473		\$5,421	\$95,338	\$11,374			\$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$290,041	\$32,527				\$9,780			\$247,734	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,335	\$790			\$6,000				\$5,545	
I-5/El Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$202,135	\$7,865		\$2,641					\$191,629	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$135,400	\$11,500		\$3,240					\$120,660	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$32,750				\$29,500				\$3,250	
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$222,404	\$1,770		\$3,000					\$30	\$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$380,681	\$3,460		\$4,000		\$6,641			\$40	\$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$132,777	\$1,770		\$5,000		\$42,566			\$30	\$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach	I	\$2,000									\$2,000
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	M	\$53,014	\$17,800							\$35,214	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Improvement from County Line to Avenida Pico <sup>1</sup>		\$53,064	\$46,978								\$6,086
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		\$50,144			\$36,400			\$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project		\$37,859			\$27,861			\$9,998			
SR-74 - Ortega Highway Gap Closure and Multimodal Improvements		\$88,513	\$30,000		\$4,250	\$43,913				\$7,200	\$3,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$35,046			\$26,021			\$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$7,968			\$7,968						
<b>State Highway Project Totals</b>		<b>\$5,726,905</b>	<b>\$546,721</b>		<b>\$197,907</b>	<b>\$338,486</b>	<b>\$245,518</b>	<b>\$152,370</b>		<b>\$2,688,514</b>	<b>\$1,557,389</b>
<b>Federal Funding Total</b>		<b>\$744,628</b>									
<b>State Funding Total</b>		<b>\$736,374</b>									
<b>Local Funding Total</b>		<b>\$4,245,903</b>									
<b>Total Funding (000's)</b>		<b>\$5,726,905</b>									

State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local



# Capital Funding Program Report

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State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes s/o Avenida Pico to s/o Avenida Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda Boulevard to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda Boulevard to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road - replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon Road (Weir Canyon Road/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133		\$2,328				\$2,328					
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
<b>State Highway Project Completed Totals</b>		<b>\$1,043,284</b>	<b>\$170,211</b>		<b>\$97,888</b>	<b>\$183,114</b>		<b>\$380,452</b>	<b>\$20,578</b>	<b>\$174,439</b>	<b>\$16,602</b>
<b>Federal Funding Total</b>		<b>\$268,099</b>									
<b>State Funding Total</b>		<b>\$563,566</b>									
<b>Local Funding Total</b>		<b>\$211,619</b>									
<b>Total Funding (000's)</b>		<b>\$1,043,284</b>									



# Capital Funding Program Report

## Pending Approval by OCTA Board of Directors - April 13, 2026

1. Approve Programming \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program to seven regional projects.

### Acronyms:

Aux - Auxilliary  
CMAQ - Congestion Mitigation Air Quality Improvement Program  
E/B - Eastbound  
E/O - East of  
FED - Federal  
FTA - Federal Transit Administration  
HOT - High-Occupancy Toll  
HOV - High-Occupancy Vehicle  
I-405 - Interstate 405  
I-5 - Interstate 5  
I-15 - Interstate 15  
I-605 - Interstate 605  
LA - Los Angeles  
M Code - Project Codes in Measure M1 and M2  
M1 - Measure M1  
M2 - Measure M2  
N/B - Northbound  
OCTA - Orange County Transportation Authority  
PCH - Pacific Coast Highway  
S/B - Southbound  
S/O - South of  
SB 1 - SB 1 (Chapter 5, Statutes of 2017)  
SR-133 - State Route 133  
SR-22 - State Route 22  
SR-241 - State Route 241  
SR-55 - State Route 55  
SR-57 - State Route 57  
SR-71 - State Route 71  
SR-73 - State Route 73  
SR-74 - State Route 74  
SR-91 - State Route 91  
STBG - Surface Transportation Block Grant  
STIP - State Transportation Improvement Program  
W/B - Westbound



# Capital Funding Program Report

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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Alternate Fuel Replacement Buses (18) 60' <sup>1</sup>		\$45,000	\$30,000					\$13,381			\$1,619
Anaheim Transportation Network suballocation		\$9,493		\$9,493							
Associated Transportation Improvements		\$556		\$556							
Bicycle Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$463,410		\$365,958							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Boulevard dynamic bus lane (env./engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,776						\$6,776			
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Replacement at the Santa Ana Bus Base		\$4,593						\$4,593			
Hydrogen Fueling Station at the Garden Grove Bus Base		\$22,080						\$8,156	\$13,924		
Installation of Battery-Electric Chargers at the Santa Ana Bus Base		\$2,790						\$2,790			
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$327,556		\$327,556							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$29,023		\$29,023							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Safety Projects		\$565		\$565							
Security Gates at the Anaheim, Garden Grove, and Santa Ana bus bases		\$5,859						\$5,859			
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789



# Capital Funding Program Report

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Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero-emission bus (future)		\$34,084	\$22,624					\$11,460			
Zero-emission bus and bus facility		\$142,955	\$115,594					\$27,361			
Zero-emission paratransit vehicle pilot		\$5,016		\$2,508				\$2,507			\$1
<b>Bus Transit Project Totals</b>		<b>\$1,698,382</b>	<b>\$272,629</b>	<b>\$851,143</b>	<b>\$3,660</b>	<b>\$12,915</b>	<b>\$66,965</b>	<b>\$163,688</b>	<b>\$5,730</b>	<b>\$55,845</b>	<b>\$265,807</b>
<b>Federal Funding Total</b>		<b>\$1,127,432</b>									
<b>State Funding Total</b>		<b>\$243,568</b>									
<b>Local Funding Total</b>		<b>\$327,382</b>									
<b>Total Funding (000's)</b>		<b>\$1,698,382</b>									

Bus Transit Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$92					\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Standby backup generators at the Anaheim and IRCC bus bases		\$1,601					\$1,601				
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$11,289					\$6,295	\$4,994			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
<b>Bus Transit Project Completed Totals</b>		<b>\$386,881</b>	<b>\$55,397</b>	<b>\$185,367</b>	<b>\$341</b>		<b>\$19,712</b>	<b>\$39,577</b>			<b>\$86,487</b>



# Capital Funding Program Report

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Bus Transit Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
<b>Federal Funding Total</b>		\$241,105										
<b>State Funding Total</b>		\$59,289										
<b>Local Funding Total</b>		\$86,487										
<b>Total Funding (000's)</b>		\$386,881										



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors - April 13, 2026

1. Approve Programming \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program to seven regional projects.

## Acronyms:

ATN - Anaheim Transportation Network

DCFC - Direct Current Fast Charging

ENV - Environmental

FY - Fiscal Year

IRCC - Irvine Construction Circle

MSRC - Mobile Source Air Pollution Reduction Review Committee

OC - Orange County

VSS - Video Surveillance System



# Capital Funding Program Report

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Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$649,000	\$130,132	\$171,961				\$175,427		\$171,480	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	\$10,220			\$8,176					\$2,044	
Coastal Rail Stabilization Priority Project	R	\$313,580			\$103,824		\$80,000	\$128,800		\$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Future VSS	R	\$217		\$174							\$43
Inland Slope Rehabilitation Phase II	R	\$8,170					\$2,400			\$5,770	
Irvine Station Improvement Project	R	\$6,330						\$6,330			
Metrolink new capital	R	\$21,977	\$2,121	\$19,856							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28	R	\$271,246		\$71,212				\$135,745		\$64,289	
Metrolink rehabilitation/renovation <sup>1</sup>	R	\$231,117	\$22,000	\$209,117							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
MP 204.2 Mariposa Point	R	\$9,200				\$9,200					
OC Maintenance Facility	R	\$91,230				\$20,000		\$71,230			
Pacific Coast Highway Coastal Rail Bridge	R	\$21,263				\$15,000					\$6,263
Pedestrian Audible Warning System (PAWS)	R	\$2,036						\$1,818			\$218
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Rail track and structures	R	\$86,468						\$86,468			
San Clemente Track Protection (MP 204.6)	R	\$5,500				\$3,000	\$2,500				
San Juan Creek Bridge replacement	R	\$65,581	\$945	\$38,513	\$913		\$5,578	\$18,253		\$1,379	
SCRRA operating subsidy assistance	R	\$2,510								\$2,510	
OC Streetcar operations <sup>1</sup>	S	\$164,968	\$44,978					\$74,659		\$13,577	\$31,754
<b>Rail Project Totals</b>		<b>\$2,037,313</b>	<b>\$206,226</b>	<b>\$513,792</b>	<b>\$114,123</b>	<b>\$55,700</b>	<b>\$90,478</b>	<b>\$699,330</b>	<b>\$6,904</b>	<b>\$287,018</b>	<b>\$63,742</b>
<b>Federal Funding Total</b>		<b>\$834,141</b>									
<b>State Funding Total</b>		<b>\$845,508</b>									
<b>Local Funding Total</b>		<b>\$357,664</b>									
<b>Total Funding (000's)</b>		<b>\$2,037,313</b>									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		



# Capital Funding Program Report

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Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Metrolink service track expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
LOSSAN Corridor grade separations PSR in the cities of Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail station platform safety improvements (cities of Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
Tactile tile project	R	\$1,569		\$1,538						\$31	
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
Go Local	S	\$7,730							\$7,730		
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
<b>Rail Project Completed Totals</b>		<b>\$933,401</b>	<b>\$148,927</b>	<b>\$111,471</b>	<b>\$4,735</b>	<b>\$58,331</b>		<b>\$211,182</b>	<b>\$215,693</b>	<b>\$86,790</b>	<b>\$96,272</b>



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors - April 13, 2026

## Rail Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
<b>Federal Funding Total</b>		\$265,133										
<b>State Funding Total</b>		\$269,513										
<b>Local Funding Total</b>		\$398,755										
<b>Total Funding (000's)</b>		\$933,401										



# Capital Funding Program Report

## Pending Approval by OCTA Board of Directors - April 13, 2026

1. Approve Programming \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program to seven regional projects.

### Acronyms:

ADA - Americans with Disabilities Act

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

MP - Mile Post

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PSR - Project Study Report

ROW - Right-of-Way

SCRRA - Southern California Regional Rail Authority/Metrolink



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors - April 13, 2026

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$402,211						\$24,254		\$377,957	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746	
Regional Traffic Signal Synch (Edinger Avenue, MacArthur Boulevard/Talbert Avenue, and Warner Avenue)	P	\$15,000					\$10,200			\$4,200	\$600
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$64,449								\$64,449	
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Countywide Signal Synchronization Baseline		\$15,000	\$15,000								
First Street Complete Streets and Transit Signal Priority		\$6,559	\$2,000					\$4,300			\$259
Local Agency led SCCP projects		\$3,357					\$3,357				
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690			
OC Connect Santa Ana - Garden Grove Rails to Trails		\$22,070	\$14,420		\$3,750	\$3,900					
OC Loop - Segment A (City of La Habra)		\$50,154	\$2,402		\$3,340	\$42,389					\$2,023
OC Loop - Segment B (City of Brea)		\$20,677	\$7,368		\$4,012	\$6,149					\$3,148
Orange County Complete Streets (Wave 3)		\$34,706	\$26,316								\$8,390
Orange County Complete Streets (Wave 4)		\$5,229	\$4,687								\$542
Orange County Complete Streets Program (Wave 1)		\$40,915	\$25,062								\$15,853
Orange County Complete Streets Program (Wave 2)		\$40,072	\$33,421								\$6,651
Pavement Management Relief Funding Program		\$9,469			\$3,811			\$5,658			
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
<b>Local Road Project Totals</b>		<b>\$1,692,426</b>	<b>\$182,564</b>		<b>\$101,584</b>	<b>\$139,235</b>	<b>\$13,557</b>	<b>\$74,716</b>	<b>\$39,826</b>	<b>\$995,476</b>	<b>\$145,468</b>
<b>Federal Funding Total</b>		<b>\$284,148</b>									
<b>State Funding Total</b>		<b>\$227,508</b>									
<b>Local Funding Total</b>		<b>\$1,180,770</b>									
<b>Total Funding (000's)</b>		<b>\$1,692,426</b>									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local



# Capital Funding Program Report

Pending Approval by OCTA Board of Directors - April 13, 2026

## Local Road Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
<b>Local Road Project Completed Totals</b>		<b>\$840,715</b>	<b>\$223,243</b>		<b>\$76,218</b>			<b>\$268,544</b>	<b>\$6,492</b>	<b>\$156,141</b>	<b>\$110,077</b>

<b>Federal Funding Total</b>	<b>\$299,461</b>
<b>State Funding Total</b>	<b>\$268,544</b>
<b>Local Funding Total</b>	<b>\$272,710</b>
<b>Total Funding (000's)</b>	<b>\$840,715</b>



# Capital Funding Program Report

**Pending Approval by OCTA Board of Directors - April 13, 2026**

1. Approve Programming \$128.668 million in federal Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program to seven regional projects.

## **Acronyms:**

ARRA - American Recovery and Reinvestment Act of 2009

Call - Call for Projects

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

SCAG - Southern California Association of Governments

SCCP - Solutions for Congested Corridors Program

SHA - State Highway Account



**April 6, 2026**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Cooperative Agreement with the City of San Clemente and Contract Change Order Related to the Rehabilitation of Existing Sewer Line in Area 3 for the Coastal Rail Stabilization Priority Project

**Overview**

The Orange County Transportation Authority is underway with the design and construction of the catchment wall and the restoration of the coastal trail in the City of San Clemente as part of the Coastal Rail Stabilization Priority Project. Board of Directors' approval is requested to enter into a cooperative agreement with the City of San Clemente to facilitate the stabilization of an existing sewer pipe in Area 3 within the project limits. Staff is also seeking Board of Directors' approval for a contract change order to Agreement No. C-5-4003 with Condon-Johnson & Associates, Inc. to provide a sewer bypass to support the sewer lining work for the Coastal Rail Stabilization Priority Project.

**Recommendations**

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C255046, in the amount of \$690,911, with the City of San Clemente, to facilitate the stabilization of the sewer pipe.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-5-4033 with Condon-Johnson & Associates, Inc., in the amount of \$690,911, to provide sewer bypass for the Coastal Rail Stabilization Priority Project.

**Discussion**

On June 16, 2025, the Orange County Transportation Authority (OCTA) and Condon-Johnson & Associates, Inc. (CJA) entered into Agreement No. C-5-4033 for the design and construction of a catchment wall and other improvements to

**Cooperative Agreement with the City of San Clemente and Contract Change Order Related to the Rehabilitation of Existing Sewer Line in Area 3 for the Coastal Rail Stabilization Priority Project**

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**Page 2**

protect against future bluff failure in Area 3 of the Coastal Rail Stabilization Priority Project (CRSPP). The project location is shown in Attachment A. As part of pre-construction activities, CJA conducted video inspection of the City of San Clemente's (City) existing 21-inch clay pipe sewer line that was constructed in the 1920's to confirm the condition of the sewer line within the project limits.

The video footage showed significant cracking and displacement in an approximately 70-foot section of the sewer line south of the Mariposa Trail Crossing approximate to the catchment wall construction zone. This necessitated immediate action by the City to rehabilitate the imperfect section of the sewer line prior to CJA starting its construction activities in that area in order to prevent a potential failure of the sewer that could pose significant risks to the environment, public health, and safety.

The imperfect section of the sewer line was confirmed to be a pre-existing condition; therefore, the cost liability for the sewer rehabilitation work is solely the responsibility of the City. On December 9, 2025, the City Council authorized the City Manager to negotiate, finalize, and execute an emergency agreement to reimburse OCTA for CJA's costs to perform the sewer rehabilitation work. Following City Council direction, OCTA, CJA, and City staff evaluated various options to address the imperfect section of the sewer line before deciding on the preferred alternative of installing approximately 165 feet of cured-in-place pipe (CIPP) liner south of the Mariposa Trail Crossing. The CIPP liner option was chosen as the preferred alternative as the other options that were evaluated had extensive costs, constructability issues, potential permitting issues with the California Coastal Commission, and significant project schedule impacts.

On December 23, 2025, the City received a California Coastal Commission Permit Exemption (Commission Reference Number 5-25-0371-X) for installation of the sewer lining.

**Cooperative Agreement and Contract Change Order**

On February 19, 2026, a letter of agreement was entered into between OCTA and the City to expedite the work due to the critical impact to the overall project schedule (Attachment B). The letter of agreement established the mutual agreement on the roles and responsibilities of OCTA and the City to allow the sewer lining work to commence while the cooperative agreement was being finalized.

**Cooperative Agreement with the City of San Clemente and  
Contract Change Order Related to the Rehabilitation of Existing  
Sewer Line in Area 3 for the Coastal Rail Stabilization Priority  
Project**

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**Page 3**

Proposed Cooperative Agreement No. C255046 will supersede the letter of agreement to formally define the roles and responsibilities of OCTA and the City related to the installation of a CIPP liner and an associated temporary sewer bypass. The installation of CIPP liner will be performed by the City's contractor at the City's sole cost and expense. The installation of a temporary sewer bypass will be performed by OCTA's contractor, CJA, through proposed Contract Change Order (CCO) No. 3. The City will reimburse OCTA for all costs related to the work performed by OCTA's contractor, including a 21-day contract time extension through the proposed Cooperative Agreement No. C255046.

***Procurement Approach***

The initial procurement for Agreement No. C-5-4033 with CJA was handled under OCTA's Board of Directors (Board)-approved emergency Resolution No. 2025-025 which authorized the Chief Executive Officer to direct staff to procure services without going through a competitive procurement process.

Public Contract Code 22050 provides that a public agency can, by a four-fifths vote of its governing body, authorize the procurement of equipment, services, and supplies to address an emergency circumstance and the services of CJA were procured. The design-build contract was issued on June 16, 2025, for the design and construction of Area 3 of the CRSPP, in the amount of \$46,196,198, and was previously amended as shown in Attachment C.

Proposed CCO No. 3, in the amount of \$690,911, will increase the cumulative value of the contract with CJA to \$46,887,109. Board approval is required for CCO No. 3 pursuant to the State of California Public Contracting Code Section 20142.

**Fiscal Impact**

Funds are included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0018-9084-TR231-2BM, and is funded with federal, state, and local transportation funds.

**Cooperative Agreement with the City of San Clemente and  
Contract Change Order Related to the Rehabilitation of Existing  
Sewer Line in Area 3 for the Coastal Rail Stabilization Priority  
Project**

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**Page 4**

***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C255046 between the Orange County Transportation Authority and the City of San Clemente for the rehabilitation of an existing City of San Clemente sewer line as part of the construction of Area 3 of the Coastal Rail Stabilization Priority Project and Contract Change Order No. 3 to Agreement No. C-5-4033 between the Orange County Transportation Authority and Condon-Johnson & Associates, Inc., in the amount of \$690,911, to provide a temporary sewer bypass for the Coastal Rail Stabilization Priority Project.

***Attachments***

- A. Project Location Map, Area 03 – Mile Post 204.7 – 204.34
- B. Letter of Agreement No. C255049
- C. Condon-Johnson & Associates, Inc., Agreement No. C-5-4033, Contract Change Order (CCO) Log

**Prepared by:**



Jason Lee  
Program Manager, Capital Programs  
(714) 560-5833

**Approved by:**

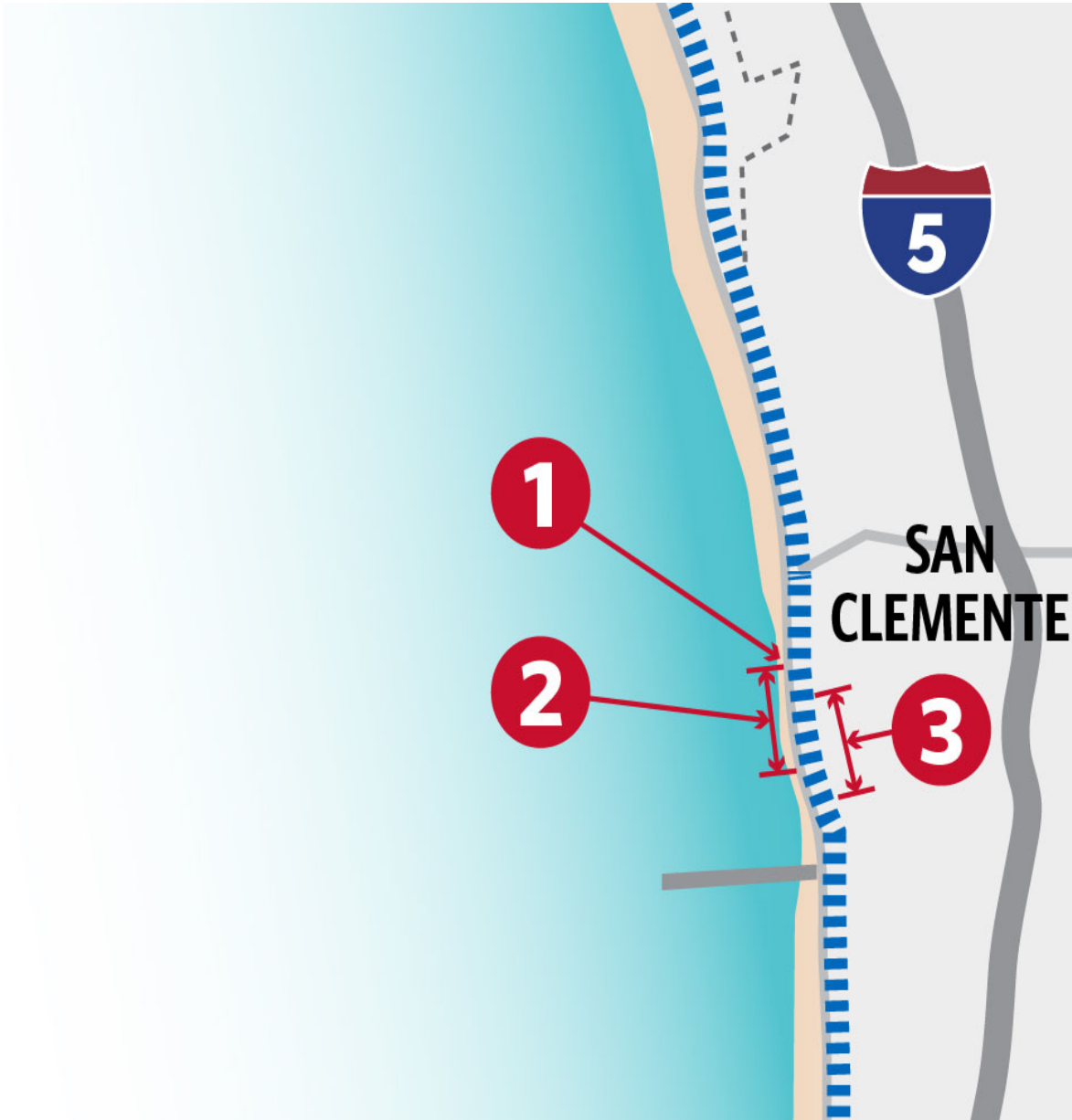


James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



Pia Veesapen  
Director, Contracts Administration and  
Materials Management  
(714) 560-5619

**PROJECT LOCATION MAP**  
**Area 03 – Mile Post 204.07 – 204.34**



**Letter of Agreement No. C255049**

Distributed 2/24/2026  
Accounting CAMM  
FPA  
PM J Lee, C Eitner,  
S Grish, D  
Wimberley Vendor ✓  
CAMM M Bornman



*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

February 19, 2026

Andy Hall  
City Manager  
City of San Clemente  
910 Calle Negocio  
San Clemente, CA 92673

**SUBJECT: LETTER OF AGREEMENT NO. C255049  
SAN CLEMENTE SEWER LINE**

Dear Mr. Hall:

This letter shall constitute an interim Agreement by and between the Orange County Transportation Authority (Authority) and the City of San Clemente (City) prior to the execution of a Cooperative Agreement for the purpose of establishing a mutual agreement of the roles and responsibilities of the agencies related to the installation of a liner in a sewer line and associated sewer bypass within the limits of Authority’s project.

Authority and City agree to the following provisions:

1. The City’s sewer line is within the Authority’s project for the design and construction of Area 3 of the Coastal Rail Stabilization Priority Projects (Project). In an effort to protect the sewer line due to anticipated additional loads from any construction equipment while constructing the Project, the City will purchase and install a sewer lining for a length of approximately 165-foot south of Mariposa Trail Crossing (“City’s Work”). Authority, through its Contractor, Condon-Johnson & Associates (“Authority’s Contractor”), will provide a temporary sewer bypass during Project construction (“Authority’s Work”). City’s Work, Authority’s Work, and each agency’s responsibilities are further described in the scope of work attached hereto as Exhibit A and fully incorporated herein by this reference.
2. City shall perform City’s Work at its sole cost and expense.
3. City shall reimburse Authority for all costs related to Authority’s Work performed by Authority’s Contractor, estimated at \$690,911.
4. City acknowledges that while City’s Work will endeavor to stabilize the sewer line on a temporary basis, stabilization may not be successful in the short- or long term due to the sewer line’s existing condition, and Authority shall not bear any responsibility for failures of the sewer line or any issues or concerns related to its performance.
5. City agrees to inspect and accept the Authority’s Work as is, and that any further issues or work related to the sewer will be at the City’s sole cost.

February 19, 2026

Page 2

6. City shall not hold Authority liable for any additional costs or liabilities incurred related to City's Work on the sewer line or the Authority's Work by Authority's Contractor, and City shall indemnify, defend, and hold harmless Authority for any and all costs, claims, and liabilities arising out of or relating to the sewer line.

#### **TERM OF AGREEMENT**

This Letter Agreement shall commence upon execution by both parties and shall expire upon execution of Cooperative Agreement No. C255046 unless earlier terminated or extended as provided in this Letter Agreement. The term may be extended by mutual agreement of the parties.

#### **INDEMNIFICATION**

To the fullest extent permitted by law, City shall defend (at City's sole cost and expense with legal counsel reasonably acceptable to Authority), indemnify, protect, and hold harmless Authority, its officers, directors, employees, and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (City's employees included), for damage to property, including property owned by Authority, or from any violation of any federal, state, or local law or ordinance, by the negligent acts, omissions or willful misconduct of City, its officers, directors, employees or agents in connection with or arising out of the performance of this Letter Agreement, and from any failures or issues relating to the performance of the City's sewer line.

#### **TERMINATION**

In the event City defaults in the performance of its obligations under this Letter Agreement or breaches any of the provisions of this Agreement, Authority shall have the option to terminate this Letter Agreement upon thirty (30) days' prior written notice to City.

#### **DISPUTES**

This Letter Agreement shall be construed and all disputes hereunder shall be settled in accordance with the laws of the State of California. Pending final resolution of a dispute hereunder, City shall proceed diligently with the performance of this Letter Agreement and in accordance with Authority's instructions.

**NOTICES**

Any notices, requests, or demands made between the City and Authority pursuant to this Letter Agreement are to be directed as follows:

To CITY:	To AUTHORITY:
City of San Clemente 910 Calle Negocio San Clemente CA 92673  ATTENTION: Andy Hall, City Manager Phone: (949) 361-8341 Email: <a href="mailto:HallA@san-clemente.org">HallA@san-clemente.org</a>  Cc: David Rebensdorf Public Works Director / City Engineer Phone: 949 361-6130 Email: <a href="mailto:RebensdorfD@san-clemente.org">RebensdorfD@san-clemente.org</a>	Orange County Transportation Authority 550 South Main Street P.O. Box 14184 Orange, CA 92863-1584  ATTENTION: Megan Bornman, Principal Contract Administrator Phone: 714-560-5064 Email: <a href="mailto:mbornman@octa.net">mbornman@octa.net</a>  Cc: Jason Lee, Program Manager Phone: 714-560-5833 Email: <a href="mailto:jlee1@octa.net">jlee1@octa.net</a>

**IN WITNESS WHEREOF**, the parties hereto have caused this Letter Agreement No. C255049 to be executed as of the date of the last signature below.

**CITY OF SAN CLEMENTE**

**ORANGE COUNTY TRANSPORTATION  
AUTHORITY**

By *Andy Hall*  
Andy Hall (Feb 20, 2026 12:55:51 PST)  
Andy Hall  
City Manager

By *Darrell E. Johnson*  
Darrell E. Johnson (Feb 23, 2026 11:27:05 PST)  
Darrell E. Johnson  
Chief Executive Officer

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By *Elizabeth A. Mitchell*  
Elizabeth A. Mitchell  
City Attorney

By *James M. Donich*  
James Donich (Feb 19, 2026 15:34:24 PST)  
James M. Donich  
General Counsel

APPROVED:

By *James G. Beil*  
James G Beil (Feb 23, 2026 08:29:48 PST)  
James G. Beil, P.E.  
Capital Programs, Executive Director

MPB  
LB

February 19, 2026  
Page 5

**EXHIBIT "A"**  
**SCOPE OF WORK**

Authority and City shall perform the following (collectively, the "WORK") per the City Standards:

**The "WORK"**

Item No.	Scope	Responsible Party
1	Pothole existing utilities for the buried section of the sewer bypass.	OCTA
2	Provide Sewer bypass and testing, including all necessary materials to complete the bypass, and 24/7 pump watch.	OCTA
3	Purchase and Install approximately 165 linear feet of 13.25mm thick CIPP liner from MH#7 to MH#5.	City
4	Provide before and after CCTV of the sewer line between MH#7 and MH#5.	City
5	Remove the sewer bypass and restore access to the Project site.	OCTA
6	Provide railroad flagging as needed to complete the "WORK."	OCTA

Req No	Requested By	Project Manager	Sec Cd	Date Entered	Date Reqd	Auth. By	Authorized Auth.Date	Auth. Value
R001592	Carson Eitner	JASON LEE	RG	02/05/2026	02/05/2026	Veronica Garcia	02/09/2026	\$0.00

**Purchasing Question**

**Budget Year** 2026  
**Encumbered** N  
**Grant Funded** GRANT FUNDED - NO  
**Is Dept Involved** IS INVOLVEMENT - NOT REQUIRED  
**Warehouse**  
**FOB** Fiscal Year 25-26

**Supplier:**  
**R06325**  
**CITY OF SAN CLEMENTE**

**Purchasing Instructions**

Please initiate entry into Interim Letter Agreement C255049 with the City of San Clemente to define mutually agreed upon provisions related to the protection of the City sewer line within the limits of the CRSPP Catchment Wall project. This is a no cost agreement.

PM: Jason Lee

Item	Qty	UOM	Estimated Price	Description	Order No	Actual Price
0001	1	EA	0.00	Interim Letter Agreement C255049 with the City of San Clemente	C255049	\$0.00
				0018 6062 TR231 447 100.00 %		

**Condon-Johnson & Associates, Inc.  
Agreement No. C-5-4033  
Contract Change Order (CCO) Log**

<b>CCO No.</b>	<b>Title</b>	<b>Status</b>	<b>Date Executed</b>	<b>Cost</b>
1	Change of key personnel to update the project manager	Approved	2/11/2026	\$0.00
2	Steal beam material delay	Pending		\$0.00
3	Temporary sewer bypass for City of San Clemente sewer line repair	Pending		\$690,911.00

<b>Subtotal Executed CCOs</b>	<b>\$0.00</b>
<b>Subtotal Pending CCOs</b>	<b>\$690,911.00</b>
<b>TOTAL CCOs</b>	<b>\$690,911.00</b>
<b>ORIGINAL VALUE</b>	<b>\$46,196,198.00</b>
<b>PROPOSED REVISED VALUE</b>	<b>\$46,887,109.00</b>



**April 6, 2026**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" field of the memo.

**Overview**

On April 26, 2021, the Orange County Transportation Authority approved an agreement with Costin Public Outreach Group to provide public outreach services during the pre-construction and construction phases for the State Route 55 Improvement Project between Interstate 405 and Interstate 5 for an initial five-year term with an option term of up to 36 months. Board of Directors' approval is requested to extend the agreement effective June 1, 2026, through May 31, 2029.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group to exercise the 36-month option term, in the amount of \$440,000, to continue providing public outreach services effective June 1, 2026, and continuing through May 31, 2029. This will increase the maximum obligation of the agreement to a total contract value of \$2,124,990.

**Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is improving State Route 55 (SR-55) between Interstate 405 (I-405) and Interstate 5 (I-5). The SR-55 Improvement Project (Project) is adding one general purpose lane and one high-occupancy vehicle lane in each direction, as well as auxiliary lanes between several interchanges. SR-55 is a major freeway route connecting Orange County to Riverside and San Bernardino Counties. The corridor is also a major route for accessing key business centers, John Wayne Airport, and the beach cities.

## **Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5** *Page 2*

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The four-mile Project includes improving five bridges, constructing 18 retaining walls and sound walls, reconfiguring 20 on- and off-ramps, and reconstructing a major drainage channel. The overall project cost is \$505 million. Construction began in 2022 and is expected to be completed in 2027.

On April 26, 2021, the OCTA Board of Directors (Board) approved an agreement with Costin Public Outreach Group (Costin) as the firm to provide public outreach services. The initial term of the agreement is set to expire May 31, 2026.

Since the Project began, the outreach team has developed and implemented more than 45 targeted communication plans tailored to specific major construction activities, utilizing a variety of traditional and digital tactics.

Outreach efforts include the development and distribution of collateral materials through digital platforms, at community events, and during meetings with stakeholders. Throughout construction, the outreach team has maintained direct communication with key stakeholders in person and by email and telephone to provide advance notice of major activities, including retaining wall construction, ramp and freeway closures and detours, utility work, and bridge reconstruction. To reach a broader audience, digital toolkits are provided to partner cities for distribution on their websites and social media platforms, and project flyers are canvassed to impacted residents and business owners.

To date, the Project has generated more than 450 inquiries from commuters, residents, and businesses. The team manages all inquiries by coordinating with the construction management team and responding to questions and concerns related to construction activities, homeless encampments, graffiti, landscape maintenance, claims, and construction-related noise. All inquiries are documented and logged in a database maintained by Costin.

As of March 31, 2026, approximately \$211,000 remains available under the current agreement, which is projected to support outreach services for construction activities through summer 2026. However, based on updated project schedules and recent expenditure trends, these remaining funds are insufficient to support continued outreach through anticipated construction completion in mid-2027, as well as post-construction outreach and contract closeout activities.

An amendment is necessary to exercise the option term through May 31, 2029, to maintain continuity of outreach services through construction completion, including planning and execution of a dedication event. The extended term

**Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5** *Page 3*

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accounts for potential construction delays and up to one year of post-construction outreach.

The requested increase in contract value reflects extended construction durations due to contractor-related scheduling challenges, resulting in higher-than-anticipated outreach costs. Current monthly expenditures average approximately \$35,000, reflecting increased coordination, stakeholder communications, and support for extended closures. These conditions have led to a higher overall level of effort than originally anticipated.

When combined with the \$211,000 remaining on the current contract, the proposed \$440,000 increase will provide sufficient funding to maintain outreach services through the revised construction schedule and closeout. The amendment also includes a contingency to address potential delays and project uncertainties.

***Procurement Approach***

The procurement was originally handled in accordance with OCTA's Board-approved procedures for professional and technical services. On April 26, 2021, the Board approved the award of the agreement with Costin to provide public outreach services for the pre-construction and construction phases of the Project. The original agreement was awarded on a competitive basis and includes a five-year initial term with an option term of up to 36 months in the amount of \$1,684,990. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 5 will exercise the full option term through May 31, 2029. The budget for this amendment is \$440,000. When combined with the approximately \$211,000 remaining under the current agreement, this funding will support continued public outreach services through anticipated construction completion, post-construction activities, and contract closeout. This amendment will increase the maximum payment obligation to a total contract value of \$2,124,990. In accordance with the current agreement, the option term rates will remain the same as originally negotiated. Exercising the option term will allow Costin to continue providing public outreach consultant services through May 31, 2029.

**Fiscal Impact**

The Project was approved in OCTA's Fiscal Year 2025-26 Budget, Account No. 0017-7519-FF101-TYP and is funded with local funds.

**Amendment to Agreement for Public Outreach Services for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5** **Page 4**

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***Summary***

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-0-2104 between the Orange County Transportation Authority and Costin Public Outreach Group to exercise the option term of the agreement effective June 1, 2026, through May 31, 2029, in the amount of \$440,000 to continue providing public outreach services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. This amendment will increase the maximum obligation of the agreement to a total contract value of \$2,124,990.

***Attachment***

- A. Costin Public Outreach Group Agreement No. C-0-2104 Fact Sheet

**Prepared by:**



Calina North  
Section Manager, II  
Public Outreach  
714-560-5749

**Approved by:**



Maggie McJilton  
Executive Director, People and  
Community Engagement  
714-560-5824



Pia Veesapen  
Director, Contracts Administration and  
Materials Management  
714-560-5619

**Costin Public Outreach Group  
Agreement No. C-0-2104 Fact Sheet**

1. April 26, 2021, Agreement No. C-0-2104, \$1,684,990, for a five-year initial term with one option term of up to 36 months approved by the Board of Directors (Board).
  - Agreement to provide public communications and community outreach consultant services to provide public outreach services.
  - Five-year initial term effective May 27, 2021 through May 31, 2026, with one option term of up to 36 months.
2. November 10, 2021, Amendment No. 1 to Agreement No. C-0-2104, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
  - To revise insurance requirements.
3. November 9, 2022, Amendment No. 2 to Agreement No. C-0-2104, \$0.00, approved by CAMM.
  - To incorporate Federal Transit Administration (FTA) telecommunications and fraud/abuse clauses as required for all FTA funded agreements.
4. December 7, 2023, Amendment No. 3 to Agreement No. C-0-2104, \$0.00, approved by CAMM.
  - To revise key personnel, scope of work, and price summary sheet.
5. January 3, 2024, Amendment No. 4 to Agreement No. C-0-2104, \$0.00, approved by CAMM.
  - To revise Exhibit B, Price Summary Sheet, to add additional other direct costs.
6. April 13, 2026, Amendment No. 5 to Agreement No. C-0-2104, \$440,000, pending approval by the Board.
  - To exercise the 36-month option term of the agreement effective June 1, 2026, through May 31, 2029.

Total committed to Costin Public Outreach Group, under Agreement No. C-0-2104:  
\$2,124,990.



**April 6, 2026**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Service Authority for Freeways and Expressways Call Box Program

### **Overview**

The Orange County Service Authority for Freeway and Expressways assists motorists whose vehicles have become disabled and mitigates traffic congestion through its Freeway Service Patrol, 511 Motorist Assistance and Traveler Information, and Freeway Call Box Program. With the broad adoption of cellular telephones and the availability of safer options, including 511 motorist assistance, call box usage has dropped to less than one service call per day. Given significant usage declines, increased maintenance costs, and the availability of safer options, staff recommends the Orange County Transportation Authority focus its efforts on 511 Motorist Assistance as the next generation assistance solution and discontinue the Call Box Program by the end of fiscal year 2026-27.

### **Recommendation**

Authorize staff to focus efforts on 511 Motorist Assistance and to discontinue the Call Box Program by June 30, 2027.

### **Background**

In 1985, the California Legislature passed SB 1199, adding new sections to the California Streets and Highways Code (SHC). This created the legal foundation for Service Authorities for Freeway Expressways (SAFE) and allowed counties to generate revenue for motorist aid systems. In 1988, the Orange County Transportation Commission was designated as Orange County's SAFE. Once created, Orange County SAFE implemented a call box system on Orange County freeways, toll roads, and select state highways. While designed to relieve an overburdened 911 system, the call box program is not intended to be used as an emergency system.

Funding for SAFE programs comes from a \$1 registration fee on vehicles registered in Orange County. Section 2557(d) of the SHC states that any monies received and allocated by a service authority may be used for implementation and ongoing costs to maintain and operate motorist aid systems, including, but not limited to, call boxes, call box lighting, operation of a freeway service patrol program, and 511 Motorist Assistance and Traveler Information systems (511). Service authority funding is intended to supplement, and not replace, expenditures for similar infrastructure and services on the California Freeway and Expressway System. Orange County SAFE funding averages \$2.9 million a year, supporting the 511, Freeway Service Patrol (FSP), and Call Box Programs. Attachment A shows the legislative history of SAFE programs. Attachment B shows SAFE funding history for the last ten years.

In 1991, Orange County SAFE, along with several other entities, became part of the Orange County Transportation Authority (OCTA). In 1992, Orange County SAFE expanded its motorist services program to include FSP. FSP operates a fleet of contracted tow trucks that proactively patrol Orange County freeways during peak traffic hours to provide limited aid to motorists with disabled vehicles and to remove debris that causes congestion from freeway lanes. FSP was later expanded to include service from 5:30 a.m. to 7:30 p.m., Monday through Friday, and limited weekend service.

In 1999, the U.S. Department of Transportation (DOT) requested a unified three-digit number for traveler information. On July 21, 2000, the Federal Communications Commission (FCC) officially designated dialing the numbers 5-1-1 as the nationwide three-digit telephone number for Motorist Assistance and Traveler Information Services (MATIS) in the United States. This designation made 5-1-1 the standard number motorists could dial for current travel and traffic information across the country. While the FCC assigned the number in 2000, individual states deployed 511 MATIS at different times.

In 2009, Orange County SAFE expanded to include participation in the regional MATIS 511 system, Go511, which allows travelers to access traffic, transit, and rideshare information by visiting the Go511 website or mobile application or by calling 5-1-1. In 2012, Los Angeles, Orange, and Ventura counties added motorist aid functionality to their 511 programs, allowing motorists to coordinate freeway assistance by calling 5-1-1 and selecting "motorist aid." The system was later rebranded as SoCal 511, and Riverside and San Bernardino counties joined the program.

During its peak, the Orange County Call Box Program maintained approximately 1,200 call boxes and received an average of 135 calls a day. In 2006, the Call Box Program received an average of 15 calls a day. Based on diminished

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demand, the OCTA Board of Directors (Board) authorized staff to reduce the number of freeway call boxes by about 50 percent.

In 2015, the Call Box Program received an average of five calls a day. The Board authorized further reductions of freeway call boxes to approximately 350. With the implementation of motorist services functionality within the 511 system, the Orange County Call Box Program continued to experience significant reductions in use.

In 2020, following the transition to a more technologically advanced call center, staff was able to distinguish service requests from maintenance, testing, and other non-service calls. The Call Box Program averaged fewer than two service requests a day, and the Board authorized additional reductions to freeway call boxes. Today the Call Box Program receives less than one service request a day. Ninety-eight percent of calls were coded as a disabled vehicle, collision, or debris. Two percent (four calls) were coded as fire or medical. Attachment C shows annual call box and 511 motorist aid service calls for the last ten years.

### ***Discussion***

California's SAFE Call Box programs were established to create a statewide roadside motorist aid communication system to assist stranded or distressed motorists, such as those experiencing breakdowns, accidents, or encountering roadway hazards on freeways and highways. The program was designed as a locally-funded service provided at no cost to motorists. At a time when cellular service was limited and not widely accessible, call boxes played a critical role in improving motorist and roadway safety by reducing the amount of time drivers spent stranded on or near active travel lanes while awaiting assistance.

Today, cellular networks enable wireless communication via email, text, instant messaging, and voice calls, with service coverage extended via satellite technology in areas where traditional infrastructure is difficult to deploy. The widespread availability and adoption of cellular services, combined with the federal designation of 5-1-1 as the nationwide number for motorist assistance and traveler information, has positioned 511 as the next-generation replacement for roadside call boxes.

Over the past decade, larger jurisdictions have significantly reduced their roadside call box programs. In 2015, the Metropolitan Transportation Commission (MTC) was among the first agencies to remove most of its call boxes. MTC transferred responsibility for call boxes located in tunnels and tubes to the California Department of Transportation (Caltrans) and has gradually removed call boxes from bridges, an effort that often requires lane or bridge

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closures and, in some cases, bridge rail modifications supported by engineering plans. MTC currently plans to continue maintaining approximately 50 wireline call boxes in locations where cellular service is not yet available.

Similarly, in 2015, the Los Angeles SAFE presented a four-phase plan to reduce call boxes from approximately 1,800 to 600 between 2015 and 2019, after having already reduced call boxes from 4,500 to 2,000 in 2007. LA SAFE is currently developing a plan to remove its remaining call boxes.

In 2018, the San Diego Association of Governments (SANDAG) right-sized its system from approximately 1,200 to 379 call boxes. The remaining call boxes were located primarily along rural state highways where cellular coverage was weak. SANDAG emphasized 511 motorist assistance as the urban alternative to call boxes and concluded that continued maintenance of underutilized call boxes was no longer efficient given declining usage, widespread cellular telephone (cell phone) ownership, and the availability of 511 services and freeway service patrols.

Faced with declining usage, significant cost increases, and the availability of safer alternatives, SAFE agencies statewide have been evaluating the future of their call box programs. In 2025, jurisdictions including Riverside, San Bernardino, and Ventura counties expedited the removal of their call boxes and discontinued their call box programs.

Since the last formal system reduction in 2020, OCTA staff has removed a substantial number of call boxes in connection with multi-year construction projects and, at the request of Caltrans engineers, due to safety concerns. Following project completion, many of these temporary removals were converted to permanent removals because freeway widening and realignment projects reduced or eliminated roadway setbacks and narrowed shoulders, leaving few locations where motorists could safely stop to use a call box. Attachment D illustrates the removal of call boxes over the past ten years.

California's call box networks rely on older, proprietary technology that requires frequent maintenance and includes components that are increasingly difficult to source. The current call boxes are the only solar-cellular units that have been crash-tested and approved for installation on California highways. As a result, maintenance services are effectively limited to a single vendor, creating a de facto monopoly. Although the OCTA callbox maintenance agreement does not expire until June 30, 2027, peer agencies have reported significant cost increases when renegotiating their maintenance services with the single-source vendor.

The physical infrastructure and maintenance requirements make the program significantly more costly than motorist assistance options that do not rely on fixed roadside infrastructure. In FY 2024–25, each call box service call costed OCTA approximately \$1,337, excluding overhead. By comparison, each 511 motorist aid service call costs approximately \$7.11, also excluding overhead.

All major cellular service providers report full-strength coverage along Orange County freeways and state highways, eliminating the original need for a fixed-roadside communication system. The Pew Research Center, a nonprofit, nonpartisan, and nonadvocacy research group, reports that as of 2024, 98 percent of Americans owned a cell phone, and that this figure is consistent across all ages, genders, ethnicities, incomes, and community groups. With programs like California LIFELINE, qualified households may receive free or discounted services, making cell phones available regardless of income. Attachment E shows the growth in cell phone ownership for the last ten years.

This makes 511 an effective option for freeway assistance. In emergencies, motorists are encouraged to call 911, which connects them directly to the California Highway Patrol. As an emergency number, 911 is available to motorists anywhere there is a cellular signal, regardless of the service provider, even if the phone is not activated. This has been a requirement since 1999, when the FCC sought to apply modern communication technologies to public safety.

With FSP tow trucks actively patrolling Orange County freeways during peak travel periods, widespread cell phone ownership, increasingly reliable cellular networks, and the convenience of public and private sector applications that do not require motorists to exit the relative safety of their vehicles, the call box program no longer provides the level of effectiveness or value it once did.

### ***Summary***

Given declining reliance on call boxes, rising maintenance and operating costs, and the availability of safer alternatives that do not require motorists to walk along active freeways to seek assistance, 511 represents the next-generation evolution of motorist aid services. Concentrating motorist assistance efforts on 511 is also fully aligned with DOT goals to establish a nationwide motorist assistance and traveler information system.

Transitioning from freeway call boxes in favor of services that are demonstrably safer for motorists and significantly more cost-effective to operate reflects responsible stewardship of public resources and is consistent with OCTA's obligation to act in the best interest of the public's trust. SAFE funds currently dedicated to the call box program will be reallocated to continued 511

development, support, outreach, and FSP support. Based on these considerations, staff recommends the planned, orderly decommissioning of the remaining freeway call boxes, and the transition of SAFE-funded motorist assistance services to 511, as the next generation replacement by June 30, 2027.

***Attachments***

- A. Service Authority for Freeway and Expressways (SAFE) Legislative History
- B. SAFE Funding History
- C. Call Box and 511 Motorist Assistance Call Volumes
- D. Call Box Removals by Fiscal Year
- E. Pew Research Cell Phone Ownership Statistics

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## **Service Authority for Freeway and Expressways Legislative History**

The following legislative history outlines the legislative intent to develop California Service Authority for Freeway and Expressways (SAFE) motorist aid systems on a county-by-county basis at no cost to the State.

- SB 1199, Craven, 1985 effective January 1, 1986, provided the basic format for the formation of SAFEs, outlined governmental responsibilities and revenue-generating policies, and prescribed locations for call box placement. SB 1199 also included emergency mechanical service patrols and other motorist assistance programs.
- SB 1597, Craven, 1986 effective January 1, 1987, amended Chapter 14, Section 2554 of the Streets and Highways Code (SHC) by deleting emergency mechanical service patrols and changing the legislation to be directed solely and entirely to call boxes.
- AB 3660, Farr, 1986 effective January 1, 1987, amended Chapter 14, Section 2554 of the SHC and Section 2421.5 of the California Vehicle Code (CVC) to permit the placement of call boxes on state highway routes, which connect segments of the California Freeway and Expressway System and are under California Highway Patrol (CHP) jurisdiction.
- SB 202, Bergeson, 1986 effective January 1, 1987, amended Chapter 14, Sections 2550, 2551, 2554, and 2555 of the SHC to permit county transportation commissions to serve as SAFEs and determine how generated revenue was to be obligated, including revenue bonds.
- SB 592, Morgan, 1987 amended Chapter 14, Sections 2550, 2551, 2554, and 2555 and added Sections 2550.1 and 2556 to the SHC. Effective January 1, 1988, permitted the Metropolitan Transportation Commission to serve as the SAFE for all nine Bay Area counties if the counties elected to be included.
- SB 2182, Bergeson, 1988 effective September 22, 1988, amended Chapter 14, Section 2559 of the SHC and removed all references to call box systems as “emergency” and declared it a misdemeanor to damage or destroy a call box. Stated that no reimbursement to local governments by the State would be required by call box legislation. Authorized reimbursement of expenses for members of a SAFE board.

- AB 2937, Johnson, 1990 effective January 1, 1991, amended Chapter 14, Section 2551 of the SHC and provided for the installation of call boxes on state highways and county expressways using SAFE funds. SB 1254, Johnston, 1991 enacted October 5, 1991, amended Chapter 14, Section 2556 of the SHC and allowed for the establishment of a SAFE by the Sacramento Area Council of Governments to function as a SAFE for any or all of Sacramento, San Joaquin, Sutter, Yolo, and Yuba counties.
- AB 1390, O'Connell, 1991 enacted October 7, 1991, amended Chapter 14, Section 2551 and authorized a county and its cities to designate a Council of Governments to serve as a SAFE for the County.
- SB 565, Bergeson, 1991 enacted October 8, 1991, amended Chapter 14, Section 2557 of the SHC and allowed for use of SAFE funds, which are in excess of the amount needed for the motorist aid system of call boxes, to be used for additional motorist aid services or support.
- AB 1077, Bronzan, 1992 effective January 1, 1993, amended Chapter 14, Section 2557 of the SHC and requires that SAFE motorist aid systems meet the standards of Title II of the Americans with Disabilities Act of 1990.
- AB 3020, Bowler, 1996 enacted September 30, 1996, amended Chapter 14, Section 2557 of the SHC and established that in counties with a population of over 6,000,000 persons, call boxes may be installed along unincorporated county roads. This amendment added and deleted routes in the California Freeway and Expressway System.
- SB 396, Kelley, 1997 enacted July 21, 1997, amended Chapter 14, Section 2557 of the SHC and authorized SAFEs to contract with CHP or a private entity to handle calls in accordance with a contract that shall contain guidelines for services to be provided, including, but not limited to, reporting requirements, immediate transfer of emergency calls and traffic management information to the CHP, performance standards, and coordination with the eligible tow service providers.
- SB 1740, Murray, 2002 enacted September 9, 2002, amended Chapter 14, Section 2557 of the SHC and authorized a SAFE to develop policies relating to retention of records, including records relating to the authority's operations, contracts, programs, and the length of time that the authority will retain the records.

- SB 795, KARNETTE, 2003 enacted September 11, 2003, amended Chapter 14, Section 2551 of the SHC and authorized a SAFE to operate the Freeway Service Patrol in the county or region in which the SAFE was created, clarifies that Caltrans and CHP shall be reimbursed for costs specifically associated with their review and approval of motorist aid system implementation plans, removes the two-year restriction period that a SAFE can issue revenue bonds for each county within its jurisdiction, authorizes a SAFE to contract with CHP or a private or public entity to handle call box calls, and requires a SAFE that contracts with a private or public entity to comply with the specifications set forth in these guidelines, but for those contracts commencing on or before July 1, 2003, the performance standards in those contracts shall remain in effect until modifications are made to the guidelines.
- SB 516, FULLER, 2015 enacted October 4, 2015, amended Chapter 14, Section 2557 of the SHC and authorized a SAFE to determine how moneys received are to be used by the SAFE for the implementation, maintenance, and operations of a motorist aid system, including call boxes. This amendment additionally authorizes the use of those moneys for traveler information systems, intelligent transportation system architecture and infrastructure, other transportation demand management services, and safety-related hazard and obstruction removal. SB 516 requires Caltrans and CHP to review and approve plans, and amendments to plans, for implementation of a motorist aid system of call boxes pursuant to specified guidelines.

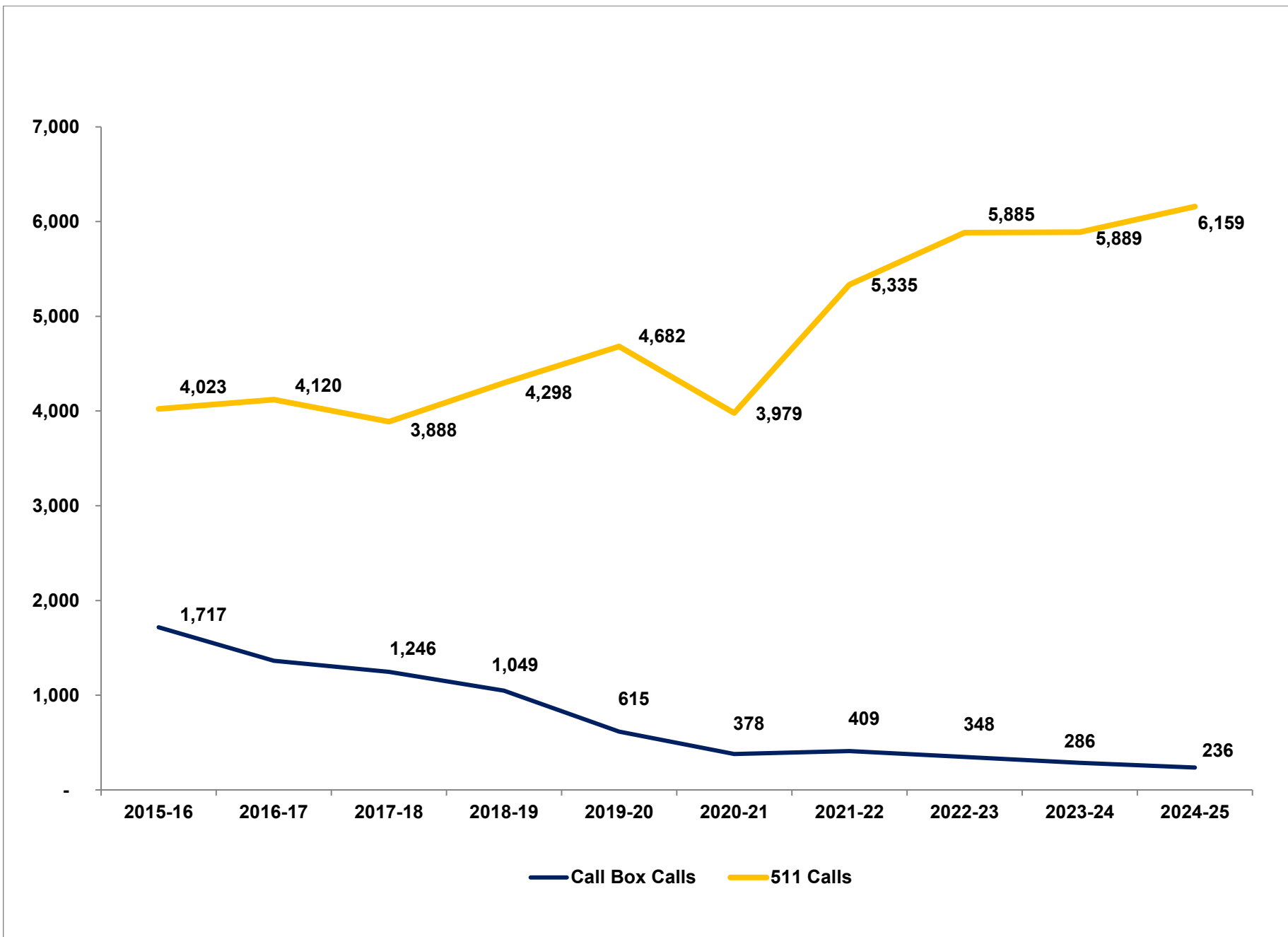
## SAFE Funding History

## ATTACHMENT B

Fiscal Year	Budget	FYTD Total	July	August	Sembember	October	November	December	January	February	March	April	May	June
2004	\$2,313,753	\$2,425,983	\$204,652	\$221,508	\$188,050	\$195,086	\$207,226	\$142,527	\$199,841	\$228,861	\$186,959	\$228,937	\$217,407	\$204,929
2005	\$2,355,249	\$2,518,948	\$233,466	\$216,757	\$220,551	\$209,465	\$198,185	\$192,762	\$204,925	\$193,795	\$191,094	\$223,498	\$225,891	\$208,559
2006	\$2,475,305	\$2,534,769	\$226,437	\$198,361	\$247,383	\$210,920	\$189,952	\$189,018	\$201,229	\$207,013	\$195,126	\$238,294	\$204,989	\$226,048
2007	\$2,584,099	\$2,556,279	\$225,842	\$210,955	\$237,459	\$208,090	\$210,375	\$186,680	\$194,776	\$224,734	\$194,080	\$229,955	\$212,522	\$220,811
2008	\$2,560,000	\$2,563,375	\$220,832	\$231,716	\$230,306	\$197,765	\$209,640	\$193,895	\$197,920	\$218,115	\$206,393	\$212,807	\$221,632	\$222,354
2009	\$2,598,400	\$2,508,204	\$214,645	\$229,041	\$212,067	\$214,412	\$201,601	\$173,642	\$211,683	\$208,087	\$193,413	\$215,125	\$215,642	\$218,845
2010	\$2,598,400	\$2,482,841	\$219,736	\$213,009	\$210,827	\$197,357	\$178,172	\$199,686	\$189,520	\$191,840	\$233,285	\$219,169	\$207,205	\$223,035
2011	\$2,598,400	\$2,427,882	\$217,110	\$244,774	\$207,419	\$192,733	\$202,540	\$202,447	\$210,956	\$200,862	\$228,642	\$203,792	\$180,880	\$135,728
2012	\$2,496,540	\$2,678,689	\$274,137	\$288,380	\$222,735	\$196,743	\$192,596	\$198,996	\$211,123	\$208,875	\$229,440	\$210,004	\$226,759	\$218,902
2013	\$2,447,344	\$2,599,178	\$223,154	\$231,829	\$197,418	\$222,260	\$191,434	\$197,570	\$232,431	\$201,247	\$229,791	\$223,025	\$232,221	\$216,797
2014	\$2,459,581	\$2,686,567	\$244,648	\$231,474	\$221,292	\$207,220	\$183,059	\$224,058	\$231,028	\$217,479	\$232,718	\$234,945	\$229,458	\$229,189
2015	\$2,644,190	\$2,802,548	\$243,277	\$226,472	\$226,363	\$214,058	\$188,425	\$238,714	\$240,562	\$226,094	\$263,102	\$245,444	\$235,854	\$254,183
2016	\$2,686,567	\$2,911,591	\$255,204	\$241,772	\$234,176	\$224,684	\$216,724	\$240,743	\$224,331	\$247,474	\$249,073	\$245,915	\$264,615	\$266,881
2017	\$2,670,698	\$2,949,598	\$248,685	\$270,646	\$247,526	\$216,970	\$231,758	\$232,051	\$250,800	\$236,947	\$269,917	\$230,474	\$259,413	\$254,411
2018	\$3,000,000	\$2,958,356	\$240,896	\$262,666	\$241,455	\$238,093	\$226,922	\$230,205	\$256,609	\$241,274	\$259,617	\$247,803	\$254,883	\$257,934
2019	\$2,959,471	\$2,993,529	\$245,258	\$258,949	\$239,186	\$246,031	\$226,881	\$238,081	\$276,917	\$232,129	\$262,732	\$249,541	\$250,101	\$267,724
2020	\$2,960,000	\$2,897,182	\$261,073	\$260,021	\$244,088	\$238,000	\$217,679	\$248,331	\$254,130	\$235,954	\$234,054	\$197,182	\$239,749	\$266,919
2021	\$2,700,000	\$2,948,993	\$256,400	\$248,399	\$245,972	\$241,481	\$222,815	\$242,403	\$240,413	\$234,473	\$275,169	\$241,774	\$242,986	\$256,708
2022	\$2,600,000	\$2,904,402	\$238,174	\$253,442	\$241,014	\$221,216	\$229,553	\$245,283	\$245,496	\$228,006	\$270,869	\$233,972	\$247,670	\$249,705
2023	\$2,600,000	\$2,983,526	\$243,601	\$264,910	\$237,481	\$248,699	\$222,413	\$237,452	\$251,749	\$237,857	\$282,396	\$235,120	\$267,294	\$254,555
2024	\$2,900,000	\$2,983,346	\$236,983	\$272,190	\$240,684	\$240,137	\$223,209	\$238,730	\$271,392	\$247,396	\$258,756	\$251,208	\$268,356	\$234,304
2025	\$2,900,000	\$3,021,956	\$261,652	\$261,946	\$243,675	\$247,299	\$224,437	\$253,341	\$259,264	\$233,398	\$255,316	\$262,226	\$259,811	\$259,590
2026	\$2,900,000	\$1,230,310	\$270,420	\$250,538	\$256,876	\$248,105	\$204,370							

FYTD = Fiscal Year To Date

# Call Box and 511 Motorist Assistance Call Volumes



## Call Box Removals By Fiscal Year

HWY	Active	RMV FY 2026	RMV FY 2025	RMV FY 2024	RMV FY 2023	RMV FY 2022	RMV FY 2021	RMV FY 2020	RMV FY 2019	RMV FY 2018	RMV FY 2017	RMV FY 2016	RMV FY 2015
5	60	1	6	3	2		7	10		1	1	38	
22	20		2			2	9	2					23
55	7		13	4			4	3				18	
57	19	2					4	1					10
73	0		17	5	5		7		2			3	
74	5												
91	12	4	2	1			9	7		1		24	
0SC	8						9				1		
133	3			1								13	
133T	2											2	3
142	3												
241	17	3	4				19		1			27	3
261	12											4	
405	0	4	7		2		2		10	10		26	16
605	7								1				8
<b>Totals</b>	<b>175</b>	<b>14</b>	<b>51</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>70</b>	<b>23</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>155</b>	<b>63</b>

Because replacement determinations are often made following the completion of a construction project, the fiscal year removal count may not reflect the year the call box was actually removed.

*HWY = Highway*

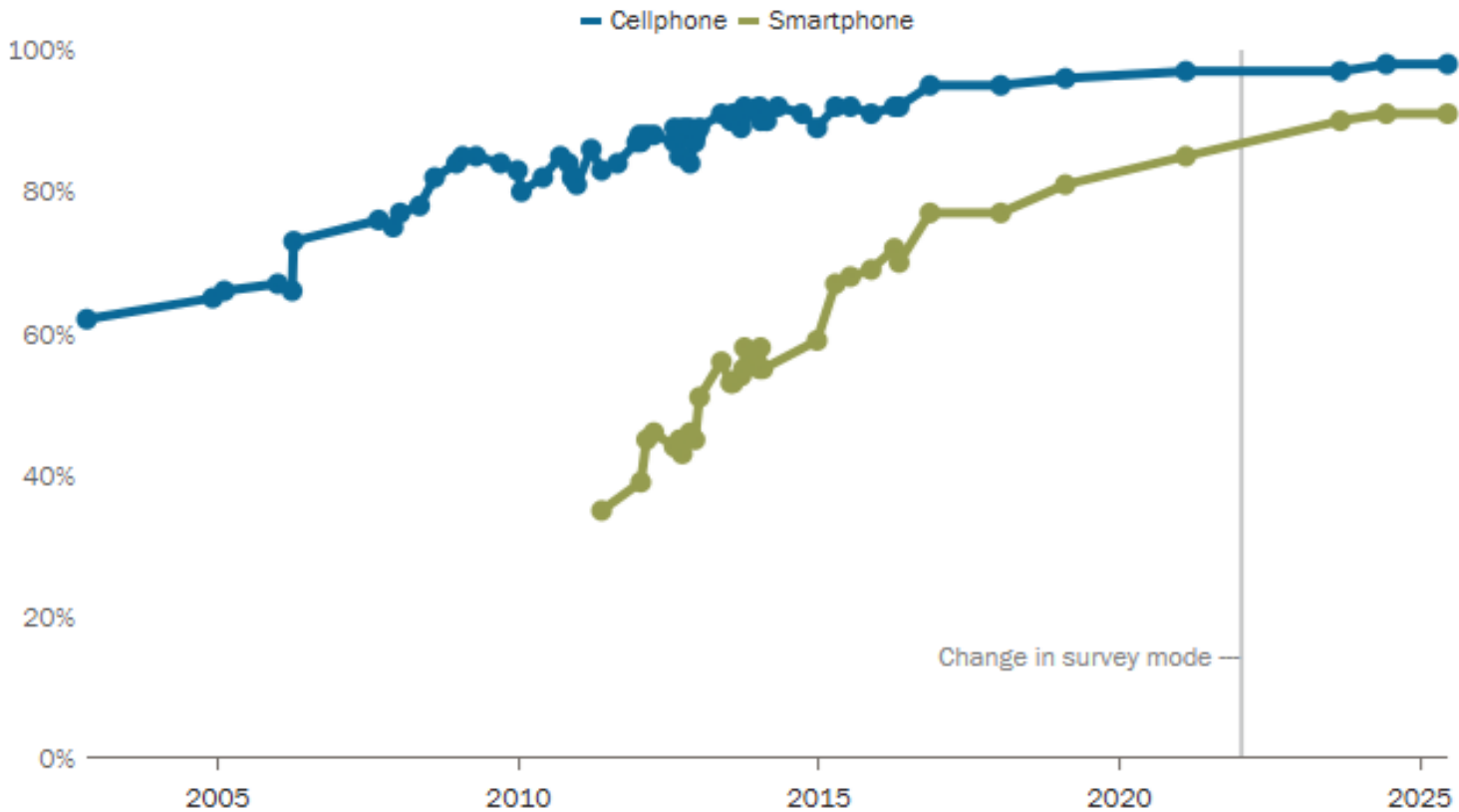
*RMV = Registered Motor Vehicle*

## Pew Research Cell Phone Ownership Statistics

### Mobile phone ownership

PEW RESEARCH CENTER

*% of U.S. adults who say they own a ...*





# Service Authority for Freeways and Expressways Call Box Program





# The Creation of SAFE

- **1985:** Legislature passed SB 1199, allowing counties to generate revenue for motorist aid systems
- The initial concept was a network of call boxes installed where cellular service was available
- Funded by a \$1 fee for vehicles registered in Orange County
- 1,200 call boxes and 135 calls a day at its peak

*SAFE = Service Authorities for Freeways and Expressways  
SB 1199 = Senate Bill 1199*



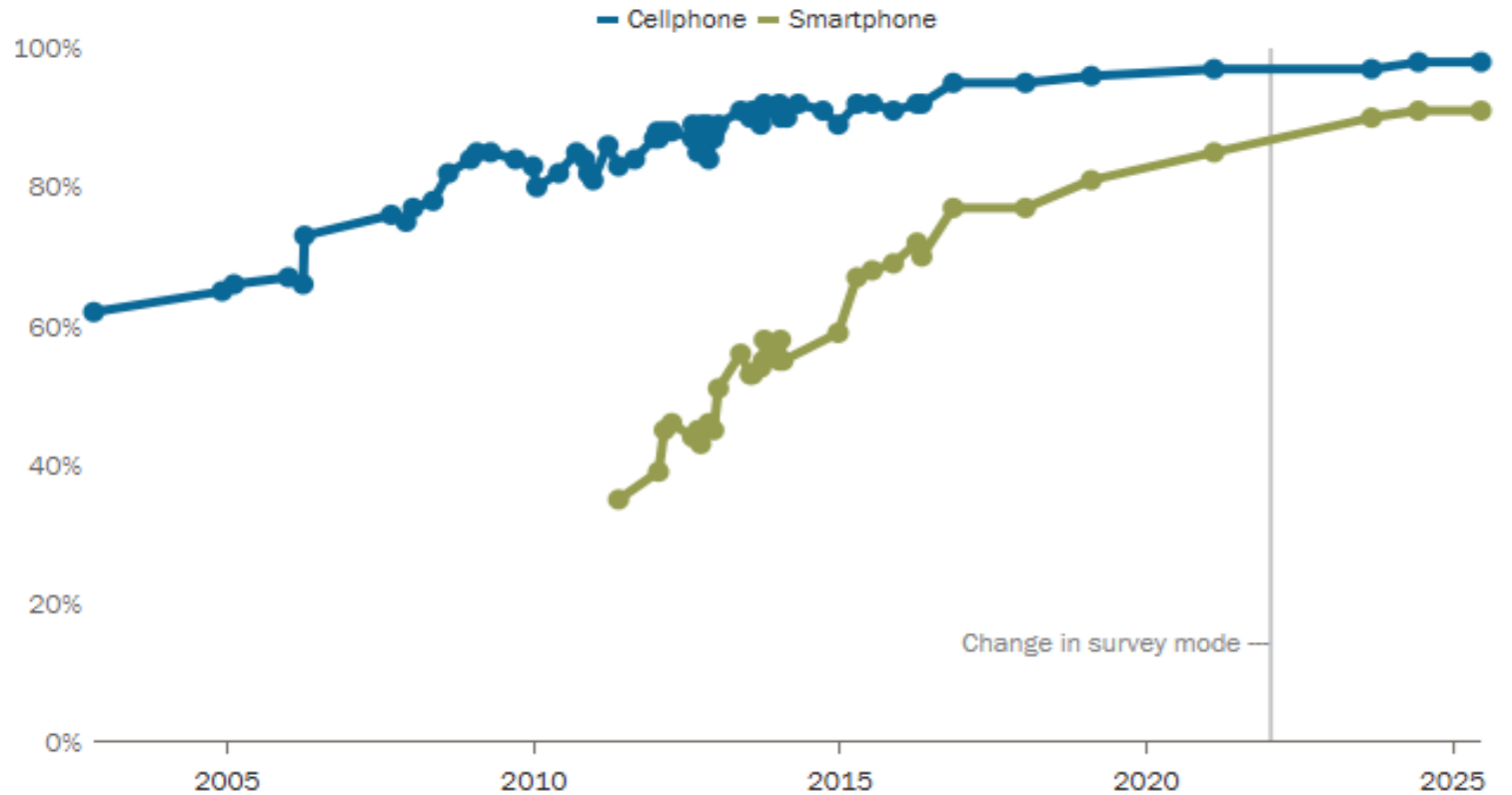
# Who Owns Cellular Telephones?

- Pew Institute estimates 98% of adult Americans owned cellular telephones in 2024
- Cellular telephone ownership is consistent across all ages, genders, ethnicities, income, and community groups
- California LifeLine Program provides free or discounted phones to qualifying households

## Mobile phone ownership

PEW RESEARCH CENTER

% of U.S. adults who say they own a ...





# Evolution of SAFE Legislation and Programs

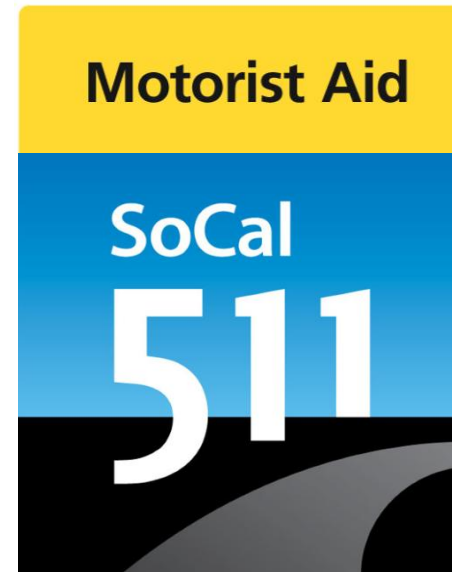
- **2000:** Federal Communications Commission (FCC) designates 5-1-1 as a nationwide number for motorist assistance and traveler information
- **2009:** Los Angeles (LA), OC, and Ventura counties initiated a regional 511 system which allows travelers to access traffic, transit, rideshare, and other information





# Evolution of SAFE Legislation and Programs (Cont'd)

- In 2012, motorist assistance functionality was added to 511 for LA, OC, and Ventura counties
- Allows motorists to coordinate assistance by calling 511 and selecting “Motorist Aid” from the relative safety of their vehicle
- Safer alternative than walking along the freeway shoulder to a call box
- Later rebranded to SoCal 511, adding Riverside and San Bernardino counties





# Evolution of SAFE Legislation and Programs (Cont'd)

- In 2015, SB 516 removed the requirement for call boxes
- Authorized SAFE to determine how funds are allocated for motorist assistance programs
- Legislation specifically supports 511 and Freeway Service Patrol
- Program received an average of 5 call box calls a day
- Board authorized additional call box removals

SB 516 = Senate Bill 516  
Board = OCTA Board of Directors

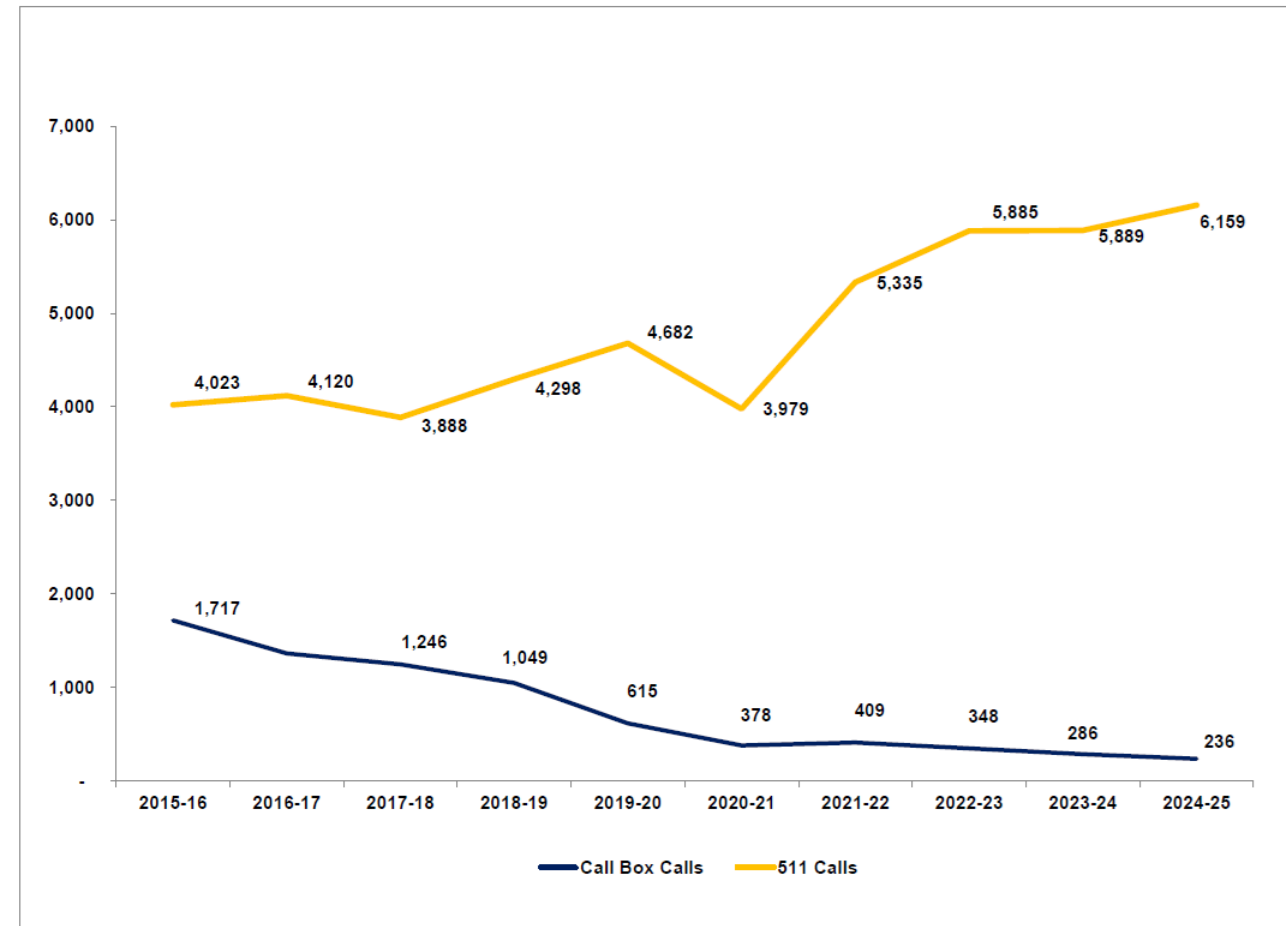




# Continued Declines in Call Box Usage

- In 2019, transitioned to a new call center and improved call tracking
- Able to distinguish between service requests, maintenance tests, and other calls
- Averaged fewer than two service requests per day, Board authorized additional reductions
- Today (2026), the average is less than one service call a day
- 511 motorist assistance calls continue to exceed call box calls

Call Box and 511 Motorist Assistance Call Volumes





# Required Removals

- Highway improvement projects require the multi-year removal of call boxes
- Because of environmental changes, call boxes cannot be replaced under the Caltrans encroachment permit
- New engineering plans and encroachment permits obtained
- Temporary removals have been made permanent

### Call Box Removals By Fiscal Year

HWY	Active	RMV FY 2026	RMV FY 2025	RMV FY 2024	RMV FY 2023	RMV FY 2022	RMV FY 2021	RMV FY 2020	RMV FY 2019	RMV FY 2018	RMV FY 2017	RMV FY 2016	RMV FY 2015
5	60	1	6	3	2		7	10		1	1	38	
22	20		2			2	9	2					23
55	7		13	4			4	3				18	
57	19	2					4	1					10
73	0		17	5	5		7		2			3	
74	5												
91	12	4	2	1			9	7		1		24	
0SC	8						9				1		
133	3			1								13	
133T	2											2	3
142	3												
241	17	3	4				19		1			27	3
261	12											4	
405	0	4	7		2		2		10	10		26	16
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Because replacement determinations are often made following the completion of a construction project, the Fiscal year removal count may not reflect the year the call box was actually removed.

Caltrans = California Department of Transportation

HWY = Highway

RMV = Registered Motor Vehicle



# Costly to Maintain

- Roadside infrastructure = **high fixed cost**
- Legacy/proprietary system = **frequent maintenance**
- **Sole-source vendor** dependency risk
- Cost per valid service request in FY 24-25:
  - **Call Box:** \$1,337
  - **511:** \$7.11

*FY = Fiscal Year*



# Peer Programs Status



## Bay Area Metropolitan Transportation Commission

50 wire-line call boxes until cellular service is available



## LA SAFE

600 cellular call boxes



## San Diego Association of Governments

367 call boxes in areas with unreliable cellular service



## Riverside County Transportation Commission



## San Bernardino County Transportation Authority



## Ventura County Transportation Commission

Decommissioned call box programs in 2025



# Summary

## Past

- SAFE to develop motorist assistance programs
- Roadside call box most viable option at the time
- FCC designation of 5-1-1 as a nationwide number which aligns with DOT goals for nationwide motorist assistance

## Present

- Program no longer provides the level of effectiveness and value
- Majority of residents own a cellular telephone with reliable cellular service throughout Orange County
- Motorists do not need to leave their vehicle for assistance

## Future

- Transition to 511 reflects responsible stewardship and use of public funds
- Funds will be reallocated to further development and outreach of 511

*DOT = Department of Transportation*