

AER Subcommittee Meeting
September 23, 2020

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Agenda – September 23, 2020



AGENDA

Measure M2 Taxpayer Oversight Committee - Annual Eligibility Review Subcommittee

Committee Members

Douglas Gillen	District 1
Harry Sloan	District 2
Joseph McCarthy	District 3
Douglas Anderson	District 5
Jeffery Kaplan	District 5

Orange County Transportation Authority
550 South Main Street
Orange, California
September 23, 2020 at 5:30 p.m.

Staff

Alice Rogan	Director, External Affairs
Adriann Cardoso	Department Manager, Capital Programming
Joseph Alcock	Section Manager, M2 Local Programs
Kelsey Imler	Associate Transportation Funding Analyst, M2 Local Programs
Jared Hill	Community Relations Specialist, Public Outreach
Christina Byrne	Department Manager, Public Outreach
Harry Thomas	Project Manager, Strategic Planning
Archie Tan	Senior Transportation Modeling Analyst, Transportation Modeling
Paul Rodriguez	Rodriguez Consulting Group, Consultant

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

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

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

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) staff and Annual Eligibility Review (AER) Subcommittee Members and for the purposes of limiting the risk of COVID-19, in person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above referenced Executive Orders. Instead, members of the public may go to the link below in order to listen to the live streaming of the AER Subcommittee meeting:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_Y2Y5NGM1OWMtZTAxYS00OGM0LWI5ZmUtYjZkNTM1YzQ5NzJk%40thread.v2/0?context=%7b%22Tid%22%3a%221e952f6c-c8fc-4e38-b476-ab4dd5449420%22%2c%22Oid%22%3a%22eb37496e-c317-4668-9735-af75ed9db4a1%22%2c%22IsBroadcastMeeting%22%3atrue%7d

Public comments may be submitted for the upcoming AER Subcommittee meeting by emailing them to kimler@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. General public comments will be addressed during the general public comment item on the agenda.

In order to ensure that staff has the ability to provide comments to AER Subcommittee members in a timely manner, please submit your public comments by 1:30 p.m. Wednesday, September 23, 2020.

Call to Order and Self Introductions

1. **Selection of Annual Eligibility Review Subcommittee Chair** – Joe Alcock
2. **Approval of September 26, 2019 Annual Eligibility Review Subcommittee Minutes** – Chair
3. **Measure M2 Eligibility Overview** – Kelsey Imler
4. **Local Signal Synchronization Plan (LSSP) Review** – Archie Tan

Overview

All local agencies in Orange County are required to adopt and maintain a LSSP every three years in order to remain eligible to receive M2 net revenues. The LSSP identifies traffic signal synchronization street routes and traffic signals; includes a three-year plan showing costs, available funding and phasing of capital, operations, and maintenance of the street routes and traffic signals; and also includes information on how the street routes and traffic signals may be synchronized with traffic signals on street routes in adjoining jurisdictions.

Recommendation

Affirm receipt and review of all 35 local agencies' Local Signal Synchronization Plan submittals consistent with fiscal year 2020-21 Measure M2 Eligibility submittal requirements.

5. **Pavement Management Plan (PMP) Review** – Harry Thomas/Paul Rodriguez

Overview

All local agencies in Orange County are required to submit and adopt a Pavement Management Plan report biennially in order to remain eligible to receive Measure M2 net revenues. The Pavement Management Plan includes the current and projected status of pavement on roads, a plan for road maintenance and rehabilitation, and alternative strategies and (costs) necessary to improve road pavement conditions. There are 21 Pavement Management Plans that will be reviewed as part of the fiscal year 2020-21 Measure M2 Eligibility cycle. The remaining 14 local agencies were reviewed by the Taxpayer Oversight Committee last year and will be due in the next cycle.

Recommendation

Affirm receipt and review of all 21 local agencies' Pavement Management Plan submittals consistent with fiscal year 2020-21 Measure M2 Eligibility submittal requirements.

6. Eligibility Review Next Steps – Kelsey Imler

- *Subcommittee members must complete, sign, and return the AER review checklists to OCTA by Friday, October 2, 2020. OCTA will prepare a staff report that includes confirmation of the Subcommittee's eligibility review to the Taxpayers' Oversight Committee (TOC).*
- **Tuesday, October 13, 2020**
Eligibility submittal review will be presented by the Chair at the TOC meeting.
- **Monday, December 7, 2020 and December 14, 2020**
Local agencies' eligibility will be considered by the OCTA Regional Planning & Highways (RP&H) Committee on Monday, December 7, 2020 and OCTA Board of Directors on December 14, 2020 as required for local agencies to continue receiving Measure M2 net revenues.

7. Staff Comments

8. Public Comments

9. Adjournment

The next meeting of this subcommittee is anticipated to be held in Spring 2021 and will be scheduled at a later date.

AER Subcommittee Meeting Minutes

September 26, 2019

Voting Members Present:

Dr. Pauline Merry, *Chair* District 1
Doug Gillen District 1
Tuan Nguyen District 3
Jeffery Kaplan District 5

Staff Present:

Alice Rogan
Adriann Cardoso
Harry Thomas
Joe Alcock
Kelsey Imler
Paul Rodriguez, OCTA Consultant
Sam Sharvini

Call to Order and Self Introductions

The September 26, 2019 meeting of the Annual Eligibility Review (AER) Subcommittee was called to order by Joe Alcock, Measure M2 (M2) Local Programs Section Manager, at 5:27 p.m.

Mr. Alcock provided an overview of the role of the AER Subcommittee and explained that the Taxpayer Oversight Committee (TOC) designates the AER Subcommittee to receive and review five of the thirteen M2 eligibility requirements that local agencies are required to satisfy annually in order to receive net M2 funds. He noted that these requirements include the Congestion Management Program (CMP), Mitigation Fee Programs (MFP), Expenditure Reports, Local Signal Synchronization Plans (LSSP), and Pavement Management Plans (PMP). Next, he stated that after the AER Subcommittee and TOC complete their reviews of these materials, confirmation of the review and staff recommendations are presented to the OCTA Board of Directors (Board) for a final eligibility determination.

1. Selection of Annual Eligibility Review Subcommittee Chair

Mr. Alcock gave the AER Subcommittee Members the opportunity to express interest in becoming AER Subcommittee Chair. Dr. Pauline Merry communicated interest in the position.

A motion was made by Mr. Jeffrey Kaplan, was seconded by Mr. Doug Gillen, and was declared passed by those subcommittee members present, to approve Dr. Pauline Merry as the Chair of the AER Subcommittee.

Consent Calendar Items

2. Approval of the May 14, 2019 AER Subcommittee Minutes

A motion was made by Mr. Gillen, was seconded by Mr. Kaplan, and was declared passed by those subcommittee members present, to approve the AER Subcommittee meeting minutes of the May 14, 2019 meeting.

Discussion Items

There were no discussion items.

Regular Items

3. Measure M2 Eligibility Overview – Joe Alcock

Mr. Alcock provided an overview of the Measure M2 Eligibility review process.

4. Pavement Management Plan (PMP) Review – Paul Rodriguez/Harry Thomas

Mr. Paul Rodriguez, OCTA consultant, provided an overview of the Pavement Management Plan (PMP) eligibility requirement and the submittals provided by 14 local agencies. He highlighted program objectives, historic information, PMP requirements, match incentives, and Orange County's overall average pavement Condition Index (PCI) of 79 out of a possible 100 points. He stated that this rating was reported as the highest of any county in the State of California.

Mr. Gillen asked what a disincentive would be for a local agency not to go into this program.

Mr. Rodriguez replied that having a PMP is a minimum M2 eligibility requirement. He also stated that if local agencies achieve success with their PMPs, they may be eligible for the local match reduction incentive.

Mr. Gillen noted that a local agency might use their 7-year current budget (included as part of the PMP) to make decisions about when and where to make pavement improvements.

Mr. Rodriguez confirmed that pavement maintenance decisions are at the discretion of local agencies.

Mr. Thomas stated that while local agencies are required to have a PMP, whether they follow the plan is up to them. He further explained that the PMP also reports on the backlog in funding and how much it is increasing.

Mr. Gillen noted that on the map of California of PCI by county, Orange County and a few others were the only counties with a "good" PCI.

Mr. Thomas confirmed that Orange County is the only county with a PCI of 75 or higher.

Mr. Rodriguez provided further background on the PMP eligibility requirement. He explained that local agencies update their PMPs every two years and noted that they are reviewed on a split cycle. He stated that for this M2 Eligibility Cycle (cycle), 14 (of the 35 Orange County local agencies) were required to submit PMPs.

Mr. Gillen stated that for this particular group of PMP submittals, the average PCI was 79, with five out of the 13 submittals being rated very good, which brought up the overall average.

Mr. Thomas replied that no local agency is poor overall and stated that all local agencies for this review cycle were rated fair or better.

Mr. Gillen asked if there is a formula for the number of allocated budget dollars based on the number of roadway miles in a city.

Mr. Thomas replied that the pavement management software will output an optimized plan based on the conditions specified by the local agency.

Mr. Rodriguez stated that there is no benchmark for cities to follow as conditions vary from one local agency to the next.

Mr. Gillen stated that routing apps are causing more traffic on residential streets, which results in more pavement beatdown. Mr. Gillen asked if local agencies have any diagnostics in these cases.

Mr. Thomas replied that a major factor to pavement deterioration is truck traffic and environmental factors such as drainage.

Mr. Rodriguez replied that since local agencies update their PMPs every two years, there is a level of assurance that they are reviewing road conditions and are familiar with the traffic volumes. He also stated that it is the local agencies that are the ones receiving the complaints about passthrough traffic.

Mr. Nguyen asked if the review of the PMP plan is just to confirm that it is submitted. He then asked how local agencies are held accountable to the plan.

Mr. Thomas replied that city councils determine which projects are funded, and city councils are held accountable by their residents.

Mr. Rodriguez further explained that the PCI is an early warning system that indicates if there is an issue. However, he noted that the issue would not be solved through the M2 eligibility process.

Ms. Rogan mentioned that while the Ordinance dictates the role of the subcommittee at OCTA, past subcommittees have asked staff to send letters to local agencies communicating concern with respect to current or projected PCIs.

Mr. Nguyen stated that compliance seems to be the filing of a plan. He asked how local agencies are held to this plan.

Mr. Rodriguez replied that local agencies who submit packages that do not meet the standards are asked to revise their submittals as appropriate. He also noted that OCTA staff only takes the eligibility findings to the AER Subcommittee when they can confirm compliance.

Mr. Gillen asked if the current local and past PCIs are compared to determine if the number was maintained, increased, or decreased.

Mr. Thomas replied that OCTA staff compares the submittals to confirm that local agencies are staying in the same range. If there is a downward trend, OCTA staff express their concerns to the local agency. However, he stated that as long as the local agency is meeting PCI requirements, then they are still eligible for M2 funds. He also indicated that failure to submit a PMP that meets the standards of the PMP Guidelines can result in ineligibility for M2 funding.

A motion was made by Mr. Kaplan, was seconded by Mr. Gillen, and was declared passed by those subcommittee members present, to affirm the receipt and review of all 14 local agencies' PMP submittals consistent with fiscal year 2019-20 Measure M2 Eligibility submittal requirements.

5. Congestion Management Program (CMP) Review – Sam Sharvini

Mr. Sharvini provided an overview of the Congestion Management Program (CMP) eligibility requirement. He explained that the CMP is a key component of the M2 Eligibility process and stated that local agencies have to certify that the intersections on the CMP highway system are operating at acceptable levels of service. He also mentioned that the CMP is required under state law for local agencies to be eligible for gas tax funds.

Mr. Sharvini provided additional information on the five components of the CMP. He explained that OCTA is designated as the Congestion Management Agency in Orange County and is responsible for developing the CMP report every two years. He noted that OCTA collects traffic counts to calculate changes in Level of Service (LOS), establishes modeling and data consistency, establishes a protocol for developing deficiency plans for intersections that do not need LOS Standards, and reviews local agencies' checklists that have been submitted for compliance with CMP requirements.

Mr. Sharvini provided Orange County's CMP map which depicted a network of critical intersections on the MPAH and state highway system. He presented the results of local agencies' CMP compliance materials and stated that all 35 local agencies were compliant for this cycle.

Mr. Gillen stated that the map did not show many of the congested corridors that exist in Santa Ana. He asked if the City of Santa Ana should consider more signal synchronization.

Mr. Sharvini replied that synchronization is handled separately from the CMP through the Local Signal Synchronization Plan (LSSP) and then stated that the CMP is composed of regional arterials on the CMP network. Mr. Sharvini explained that new facilities have not been added to the map since 1991 and in order to add new facilities, support from local agencies is required.

Mr. Gillen stated that the subcommittee needs to encourage the City of Santa Ana to become more interested in adding new facilities to the CMP.

Mr. Sharvini explained that the addition of a new facility is driven by local agency interests.

Mr. Gillen expressed concern that the impacts of new development in Santa Ana have not been addressed.

Mr. Alcock replied that the CMP and MPAH are the floor in terms of arterial capacity and also mentioned that the CMP primarily considers 6-8 lane roadways, which is likely why the Santa Ana facilities are not reflected on the map as Santa Ana does not have the right-of-way to accommodate roads that wide. Mr. Alcock noted that General Plan documents require local agencies to maintain their own LOS standards, so congestion is also being monitored by local agencies.

Mr. Nguyen asked how congestion is monitored and what tool is used for data collection.

Mr. Sharvini replied that every other year there are three weekdays of data collection for a 12-hour period, focusing on traditional AM and PM peak periods and that camera devices and computer analysis tools are used.

A motion was made by Mr. Gillen, was seconded by Mr. Nguyen, and was declared passed by those subcommittee members present, to affirm receipt and review of all 35 local agencies' CMP submittals consistent with fiscal year 2019-20 Measure M2 Eligibility submittal requirements.

6. Mitigation Fee Program (MFP) – Paul Rodriguez

Mr. Rodriguez provided an overview of the Mitigation Fee Program (MFP) requirement and review process. He stated that local agencies are required to have a mechanism in place to ensure that development mitigates its impacts through measures such as a formal impact fee program, fair share contributions, direct mitigation improvements and/or other methods. Evidence of compliance is required every two years and includes formal fee studies, an impact fee schedule, municipal code information or formal elected body action. A compliance summary table showing the method of validation was provided to the AER subcommittee.

Mr. Gillen asked if the County was given a deadline to adopt their revised MFP resolution.

Ms. Imler replied that the County was given a deadline of mid-November.

Mr. Nguyen inquired about staff longevity/experience and the sign off process.

Mr. Rodriguez replied that he had been a consultant with OCTA for M2 Eligibility since 2007 and was an OCTA employee from the late 90's to early 2000s and that Local Programs staff could sign off but since he performs the detailed review, he signs.

A motion was made by Mr. Kaplan, was seconded by Mr. Nguyen, and was declared passed by those subcommittee members present, to affirm the receipt and review of all 35 local agencies' MFP submittals consistent with fiscal year 2019-20 Measure M2 Eligibility submittal requirements.

7. Eligibility Review Next Steps – Joe Alcock

Mr. Alcock asked subcommittee members to complete their review forms and return the signed forms to OCTA at the end of the meeting (or on October 8, 2019) at the TOC meeting.

Mr. Alcock stated that the eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways Committee on December 2, 2019 and Board of Directors on December 9, 2019 for a Phase I eligibility determination, and further noted that the Board would make a final (Phase II) eligibility determination in mid-2020, once M2 Expenditure Reports have been received and reviewed.

Ms. Rogan asked Mr. Alcock to provide clarification on the cities of Santa Ana and Stanton's status of eligibility, given that they did submit sufficient eligibility package documentation.

Mr. Alcock replied that the cities of Santa Ana and Stanton submitted the required documentation to satisfy M2 eligibility submittal requirements this review cycle. However, he noted that these cities are currently ineligible to receive net M2 revenues due to a previous and separate Board action. He also stated that although the M2 eligibility verification documents submitted by these two local agencies fulfill their respective eligibility requirements, this conclusion would not modify their existing M2 ineligible status. He also stated that the review of these materials would be helpful in ensuring and maintaining timely M2 compliance should the Board find these cities eligible for M2 funds in the future.

8. Public Comments

There were no members of the public present.

9. Adjournment

The meeting was adjourned at 7:05 pm. It was stated that the next AER Subcommittee meeting was anticipated to be held in March 2020 to review fiscal year 2018-19 M2 Expenditure Reports.

PowerPoint Presentation

ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE

SEPTEMBER 23, 2020



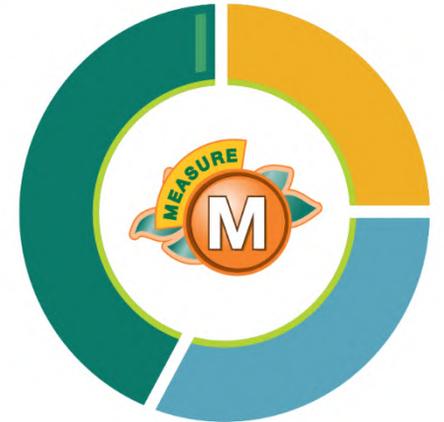
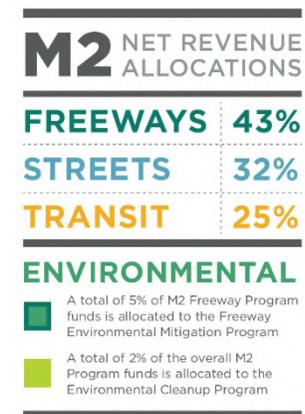
MEASURE M2 ELIGIBILITY OVERVIEW

KELSEY IMLER



ELIGIBILITY OVERVIEW

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



AER SUBCOMMITTEE RESPONSIBILITIES

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



OTHER ELIGIBILITY REQUIREMENTS

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

MEETING SCHEDULE

- Annual Eligibility Review (AER) Subcommittee will review:
 1. Congestion Management Program (CMP) – September 2021
 2. Pavement Management Plan (PMP) – September 2020
 3. Mitigation Fee Program Updates – September 2021
 4. Local Signal Synchronization Plan – September 2020
 5. Expenditure Report – March 2021



LOCAL SIGNAL SYNCHRONIZATION PLAN REVIEW

ARCHIETAN



LOCAL SIGNAL SYNCHRONIZATION PLAN (LSSP)

ELIGIBILITY REQUIREMENT

- Adopt and maintain a LSSP every three years
- Includes three-year plan identifying traffic signal synchronization, street routes and traffic signals to be improved

OCTA ROLES & RESPONSIBILITIES

- Verify the following:
 - Required elements are included in the LSSP
 - Plan is submitted in a timely manner
 - LSSP is consistent with the Regional Master Plan
 - Adoption of LSSP



Required Elements

- Signal Synchronization Goals
- Traffic Signal Synchronization Street Routes
- Traffic Signal Inventory
- 3-year Plan
- Signal Synchronization Review

Program Monitoring

- Consistency Review Checklist
- Corridor Operational Performance Report

2020 CONFORMANCE

- All 35 agencies are compliant with LSSP Update requirements

2020/21 Measure M2 Eligibility
2020 Local Signal Synchronization Plan Update Summary

Agency	Annual	Every Three Years			
	Traffic Forum	Regional Plan Consistency	3-Year Capital Plan	Status/ Performance	Timing Updates
Aliso Viejo	2 meetings	Compliant	Compliant	Compliant	Compliant
Anaheim	2 meetings	Compliant	Compliant	Compliant	Compliant
Brea	2 meetings	Compliant	Compliant	Compliant	Compliant
Buena Park	1 meeting	Compliant	Compliant	Compliant	Compliant
Costa Mesa	2 meetings	Compliant	Compliant	Compliant	Compliant
County of Orange	2 meetings	Compliant	Compliant	Compliant	Compliant
Cypress	2 meetings	Compliant	Compliant	Compliant	Compliant
Dana Point	2 meetings	Compliant	Compliant	Compliant	Compliant
Fountain Valley	2 meetings	Compliant	Compliant	Compliant	Compliant
Fullerton	2 meetings	Compliant	Compliant	Compliant	Compliant
Garden Grove	2 meetings	Compliant	Compliant	Compliant	Compliant
Huntington Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Irvine	2 meetings	Compliant	Compliant	Compliant	Compliant
La Habra	2 meetings	Compliant	Compliant	Compliant	Compliant
La Palma	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Hills	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Niguel	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Woods	2 meetings	Compliant	Compliant	Compliant	Compliant
Lake Forest	2 meetings	Compliant	Compliant	Compliant	Compliant
Los Alamitos	2 meetings	Compliant	Compliant	Compliant	Compliant
Mission Viejo	2 meetings	Compliant	Compliant	Compliant	Compliant
Newport Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Orange	2 meetings	Compliant	Compliant	Compliant	Compliant
Placentia	2 meetings	Compliant	Compliant	Compliant	Compliant
Rancho Santa Margarita	2 meetings	Compliant	Compliant	Compliant	Compliant
San Clemente	2 meetings	Compliant	Compliant	Compliant	Compliant
San Juan Capistrano	2 meetings	Compliant	Compliant	Compliant	Compliant
Santa Ana	2 meetings	Compliant	Compliant	Compliant	Compliant
Seal Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Stanton	2 meetings	Compliant	Compliant	Compliant	Compliant
Tustin	2 meetings	Compliant	Compliant	Compliant	Compliant
Villa Park	2 meetings	Compliant	Compliant	Compliant	Compliant
Westminster	2 meetings	Compliant	Compliant	Compliant	Compliant
Yorba Linda	2 meetings	Compliant	Compliant	Compliant	Compliant

PAVEMENT MANAGEMENT PLAN REVIEW

PAUL RODRIGUEZ/HARRY THOMAS



PAVEMENT MANAGEMENT PLAN (PMP)

ELIGIBILITY REQUIREMENT

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

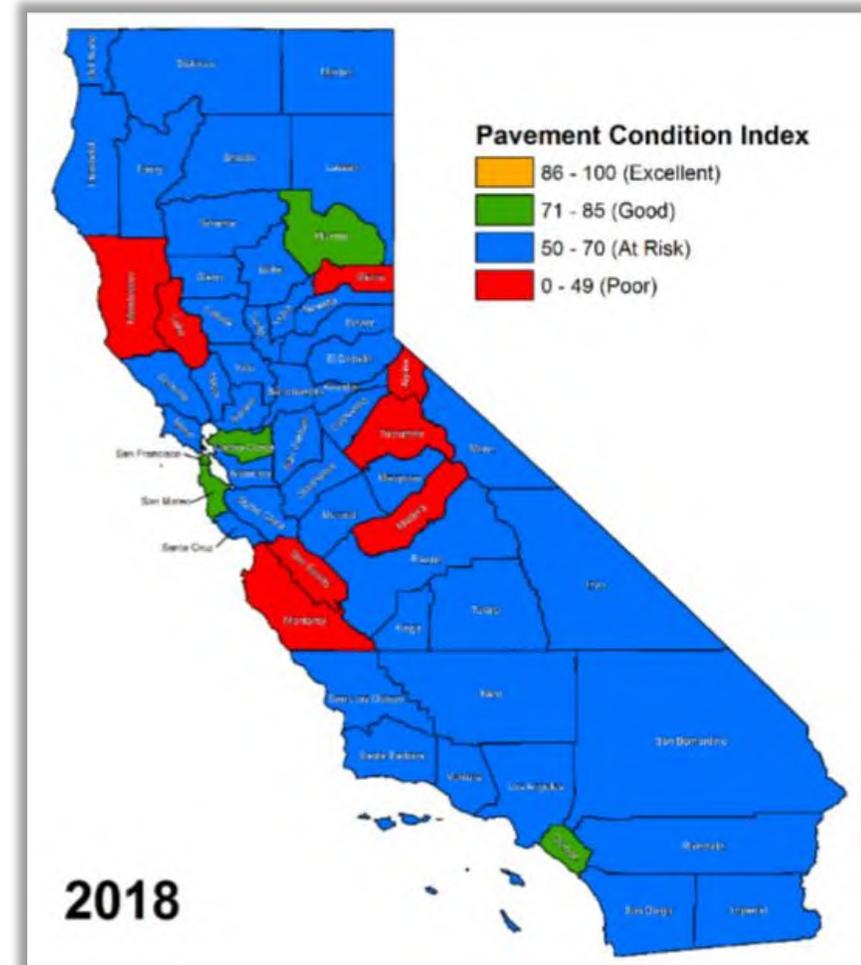
OCTA ROLES & RESPONSIBILITIES

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

BACKGROUND

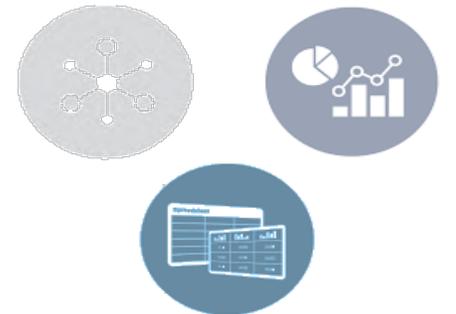
- Orange County (OC)
 - Population: 3.2 Million
 - Third most populous
 - Second most dense
 - 35 local agencies
- Road Miles: 6,592*
- Statewide Pavement Condition Index (PCI): 65*
- OC PCI: 79*

*2018 California Statewide Local Streets and Roads Needs Assessment



PROGRAM OBJECTIVES

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



PAVEMENT CONDITION INDEX

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



INCENTIVES

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

INSPECTION FREQUENCY

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

QA/QC MODEL

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

2020 CONFORMANCE

2020 Measure M2 Eligibility
Summary Table of Pavement Management Plan (PMP) Elements

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

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

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

NEXT STEPS

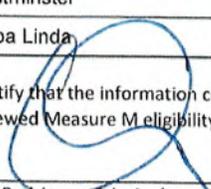
- Complete, sign, and return AER review checklist by Friday, October 2, 2020
- October 13, 2020 – Taxpayer Oversight Committee
- December 7, 2020 – OCTA Regional Planning and Highways Committee
- December 14, 2020 – OCTA Board of Directors

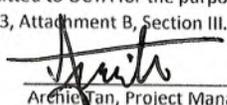
FY 2020-2021 Local Signal Synchronization Review Summary

**2020/21 Measure M2 Eligibility
2020 Local Signal Synchronization Plan Update Summary**

Agency	Annual	Every Three Years			
	Traffic Forum	Regional Plan Consistency	3-Year Capital Plan	Status/ Performance	Timing Updates
Aliso Viejo	2 meetings	Compliant	Compliant	Compliant	Compliant
Anaheim	2 meetings	Compliant	Compliant	Compliant	Compliant
Brea	2 meetings	Compliant	Compliant	Compliant	Compliant
Buena Park	1 meeting	Compliant	Compliant	Compliant	Compliant
Costa Mesa	2 meetings	Compliant	Compliant	Compliant	Compliant
County of Orange	2 meetings	Compliant	Compliant	Compliant	Compliant
Cypress	2 meetings	Compliant	Compliant	Compliant	Compliant
Dana Point	2 meetings	Compliant	Compliant	Compliant	Compliant
Fountain Valley	2 meetings	Compliant	Compliant	Compliant	Compliant
Fullerton	2 meetings	Compliant	Compliant	Compliant	Compliant
Garden Grove	2 meetings	Compliant	Compliant	Compliant	Compliant
Huntington Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Irvine	2 meetings	Compliant	Compliant	Compliant	Compliant
La Habra	2 meetings	Compliant	Compliant	Compliant	Compliant
La Palma	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Hills	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Niguel	2 meetings	Compliant	Compliant	Compliant	Compliant
Laguna Woods	2 meetings	Compliant	Compliant	Compliant	Compliant
Lake Forest	2 meetings	Compliant	Compliant	Compliant	Compliant
Los Alamitos	2 meetings	Compliant	Compliant	Compliant	Compliant
Mission Viejo	2 meetings	Compliant	Compliant	Compliant	Compliant
Newport Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Orange	2 meetings	Compliant	Compliant	Compliant	Compliant
Placentia	2 meetings	Compliant	Compliant	Compliant	Compliant
Rancho Santa Margarita	2 meetings	Compliant	Compliant	Compliant	Compliant
San Clemente	2 meetings	Compliant	Compliant	Compliant	Compliant
San Juan Capistrano	2 meetings	Compliant	Compliant	Compliant	Compliant
Santa Ana	2 meetings	Compliant	Compliant	Compliant	Compliant
Seal Beach	2 meetings	Compliant	Compliant	Compliant	Compliant
Stanton	2 meetings	Compliant	Compliant	Compliant	Compliant
Tustin	2 meetings	Compliant	Compliant	Compliant	Compliant
Villa Park	2 meetings	Compliant	Compliant	Compliant	Compliant
Westminster	2 meetings	Compliant	Compliant	Compliant	Compliant
Yorba Linda	2 meetings	Compliant	Compliant	Compliant	Compliant

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for the purposes of meeting Renewed Measure M eligibility requirements related to the Signal Synchronization. (Ordinance No. 3, Attachment B, Section III.A.5 & A.6)


Paul Rodriguez, Principal
Rodriguez Consulting Group


Archie Tan, Project Manager
Orange County Transportation Authority

FY 2020-2021 Local Signal Synchronization Plan Excerpts



June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Aliso Viejo is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Aliso Viejo looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (949) 425-2533.

Sincerely,

Mr. Shaun S. Pelletier, P.E.
City Engineer & Director of Public Works

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF ALISO VIEJO Plan Date: JUNE 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including the completed consistency review checklist 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.	PAGES 2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-10	Provided
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 built-out scenarios.	PAGES 11-14	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 15-19	Provided

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


Signature

6/30/20
Date

Shaun S. Pelletier, PE, City Engineer & Director of Public Works
Printed Name, Title



City of Anaheim
DEPARTMENT OF PUBLIC WORKS

June 10, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Anaheim is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call John Thai, Principal Traffic Engineer, at 714-765-5202.

Sincerely,


Rudy Emami, P.E.
Director of Public Works

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

Local Agency Name: City of Anaheim Plan Date: 6/4/2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	Pages 5-14	YES
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 16-19	YES
3. Traffic signal inventory for all traffic signal synchronization street routes.	Attachment 2	YES
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.	Attachment 4	YES
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Attachments 5 and 6	YES

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



6/13/2020

 Signature Date

RUDY EMAMI, PUBLIC WORKS DIRECTOR

 Printed Name, Title

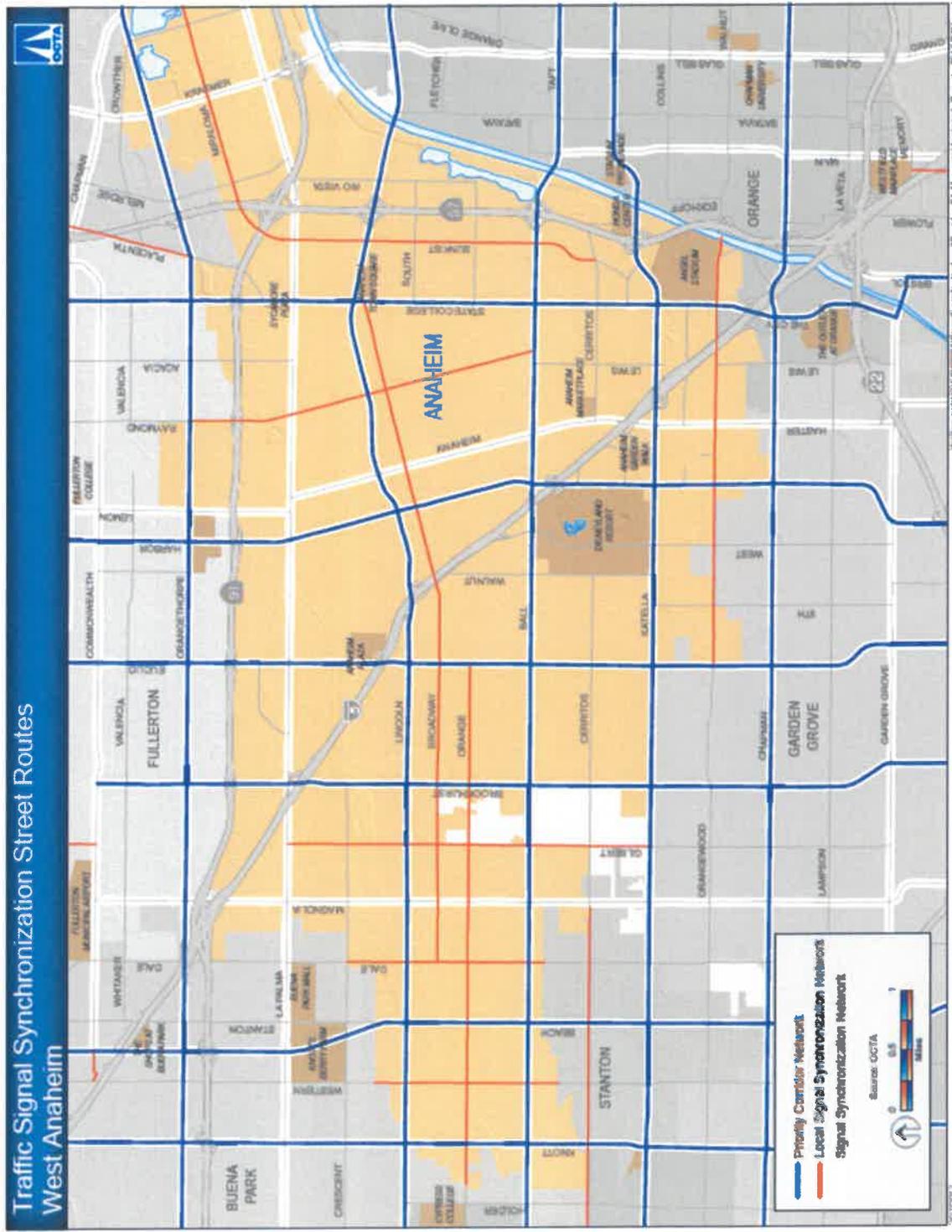


FIGURE 13 – CITY OF ANAHEIM SYNCHRONIZED ARTERIAL NETWORK



City of Brea

June 16, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

**Subject: Local Signal Synchronization Plan Submittal as Part of the Measure
M2 Eligibility Process**

Dear Mr. Tan:

The City of Brea is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call David Roseman, City Traffic Engineer at (562) 824-2071.

Sincerely,

Michael Ho, P.E.
City Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

City Council

Marty Simonoff
Mayor

Steven Vargas
Mayor Pro Tem

Cecilia Hupp
Council Member

Christine Marick
Council Member

Glenn Parker
Council Member

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

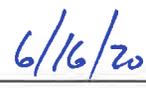
The Local Agency Name: City of Brea Plan Date: June 16, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	1-7	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	8-9	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	10-12	Provided
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.	13-16	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	17-21	Provided

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

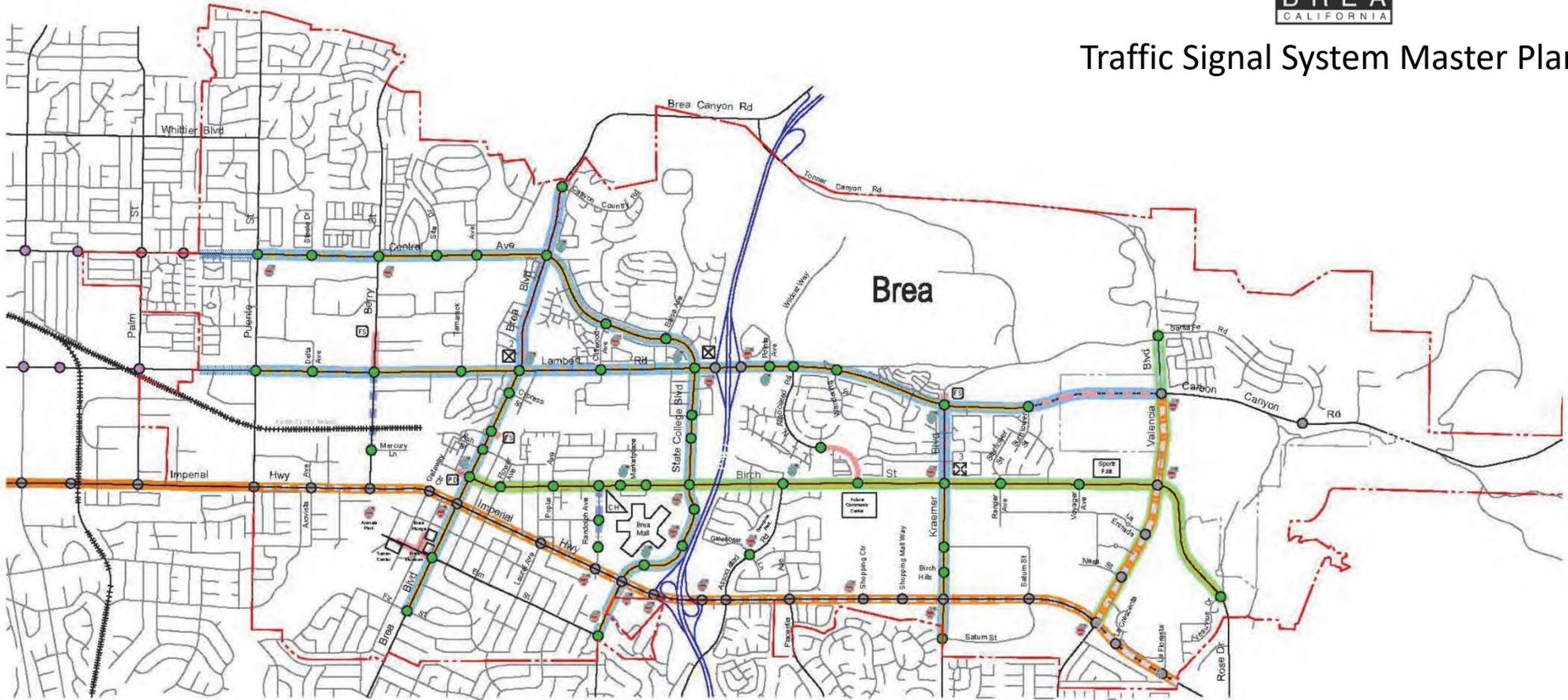
Signature Date

Michael Ho, P.E., City Engineer

Printed Name, Title



Traffic Signal System Master Plan



Legend

Synchronization Routes

- Local (Consistent with OCTA)
- Local (Additional to OCTA)
- State Highway (Not under City Control)

Traffic Signals

- City of Brea
- City of La Habra
- Caltrans
- City Boundary

Fiber Optic Cable

- Proposed Fiber in Existing Conduit
- Proposed Fiber in New Conduit
- Proposed Fiber in Existing Conduit (shared with Caltrans)
- Retain Existing Hardwire (copper)

CCTV Cameras

- Existing CCTV Camera
- Proposed CCTV Camera

Communication Hubs

- Hub Location
- Hub Location (Future)



NOT TO SCALE
June 30, 2020

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Buena Park is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans."

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call City Traffic Engineer Deepthi Arbolu at 714-562-3696.

Sincerely,



Nabil S. Henein, P.E.
Director of Public Works / City Engineer

Enclosures:

1. Local Signal Synchronization Plan Consistency Review Checklist
2. Local Signal Synchronization Plan

cc: Mina Mikhael, Assistant City Engineer
Deepthi Arbolu, Principal Engineer

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Buena Park Date: 9-Jun-20

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.	1-1 to 1-8	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	3-1 to 3-4	Provided
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 built out scenarios.	4-1 to 4-3	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	5-1 to 5-6	Provided

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



 Signature

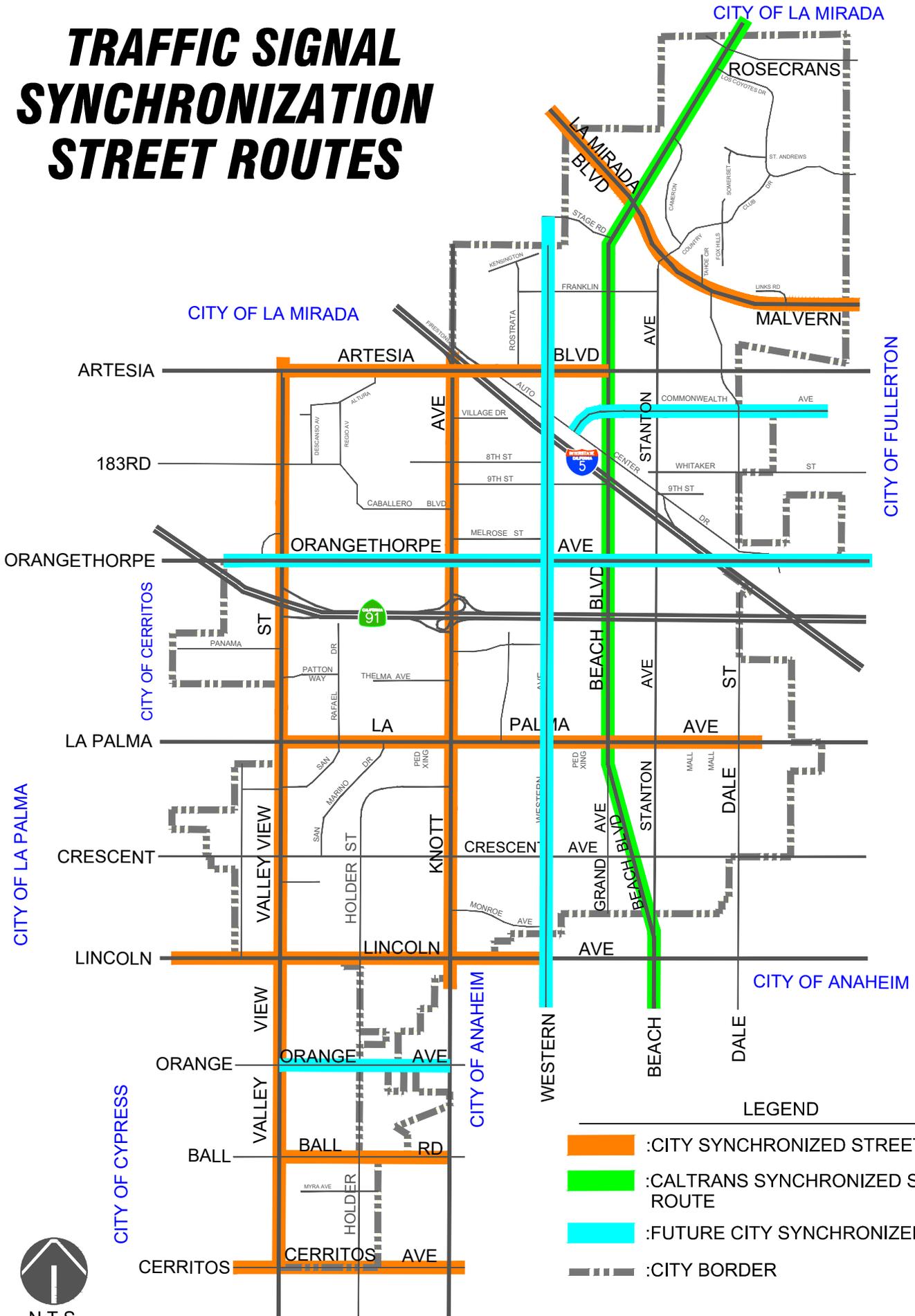
6/9/2020

 Date

Mina Mikhael, Assistant City Engineer, Public Works Department, City of Buena Park

 Printed Name, Title

TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES





CITY OF COSTA MESA

CALIFORNIA 92628-1200

P.O. Box 1200

FROM THE OFFICE OF THE TRANSPORTATION SERVICES MANAGER

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Costa Mesa is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions regarding this application, please contact me at (714) 754-5343.

Sincerely,

Jennifer Rosales, Transportation Services Manager

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Costa Mesa

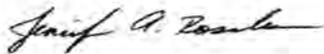
Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	1 - 6	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	7 - 8	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	9 - 11	Provided
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.	12 - 15	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	16 - 25	Provided

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



06/30/2020

Signature

Date

Jennifer Rosales, Transportation Services Manager, City of Costa Mesa

Printed Name, Title, & Local Agency

C O S T A M E S A



N.T.S.

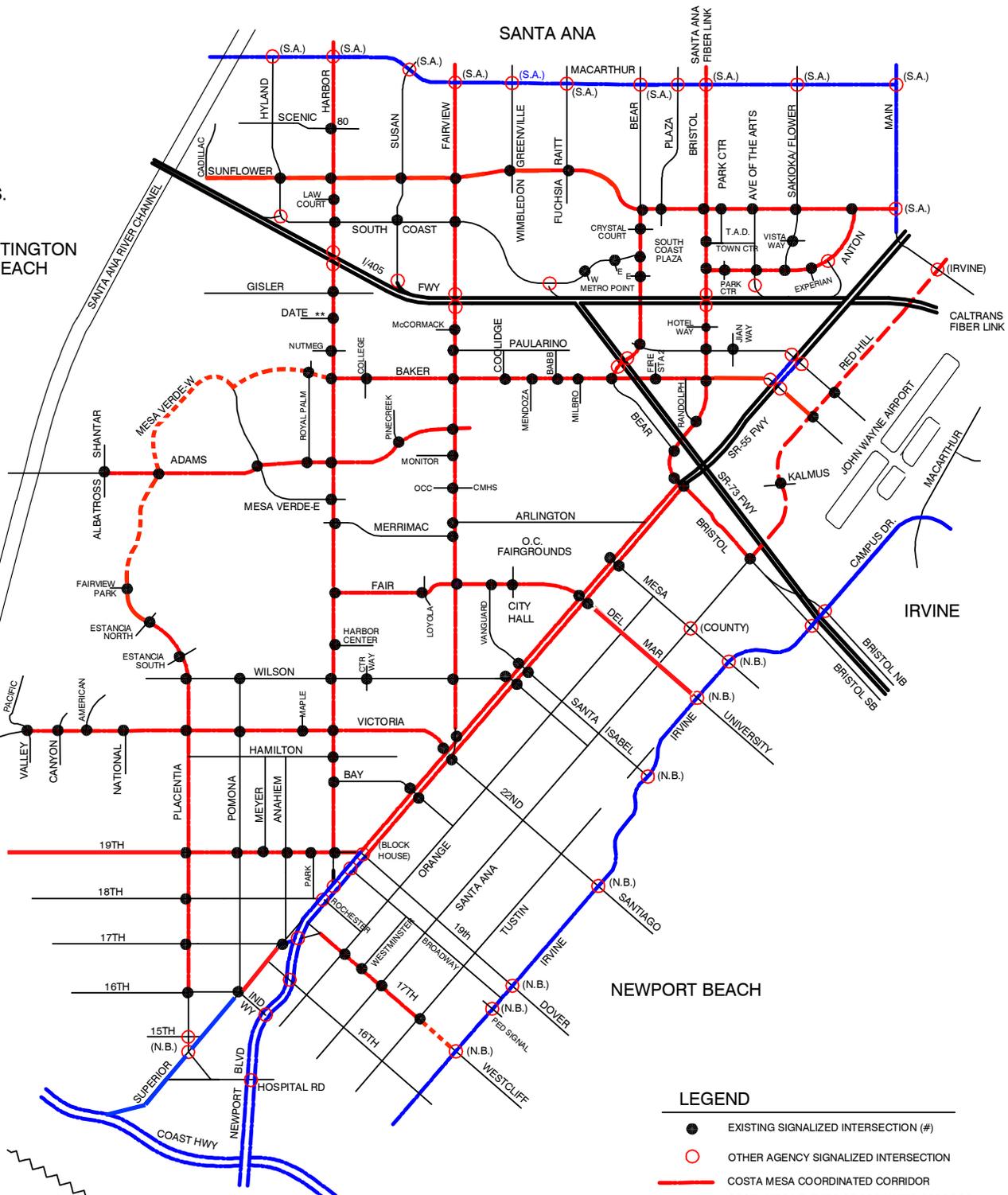
HUNTINGTON
BEACH

SANTA ANA

IRVINE

NEWPORT BEACH

PACIFIC OCEAN



LEGEND

- EXISTING SIGNALIZED INTERSECTION (#)
- OTHER AGENCY SIGNALIZED INTERSECTION
- COSTA MESA COORDINATED CORRIDOR
- - - COSTA MESA FUTURE COORDINATED CORRIDOR
- OTHER AGENCY COORDINATED CORRIDOR

TRAFFIC SYNCHRONIZATION NETWORK CITY OF COSTA MESA, ORANGE COUNTY, CALIFORNIA

February 26, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The County of Orange, OC Public Works Department (County) is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The County looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call me at (714) 245-4583.

Sincerely,



Denis Bilodeau
County Traffic Engineer
Manager, Traffic & Development Support
OC Public Works

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

cc: Shane L. Silsby, Director, OC Public Works
Khalid Bazmi, Assistant Director/County Engineer, OC Public Works
Nardy Khan, Deputy Director, OC Infrastructure Programs, OC Public Works

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: County of Orange

Plan Date: 2/26/2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation.

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.	Page 5-6	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 7-18	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	Page 19-22	Yes
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. Include a separate planning level estimate of complete system implementation cost.	Page 23-26	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Page 27-29	Yes

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

Denis Bilodeau

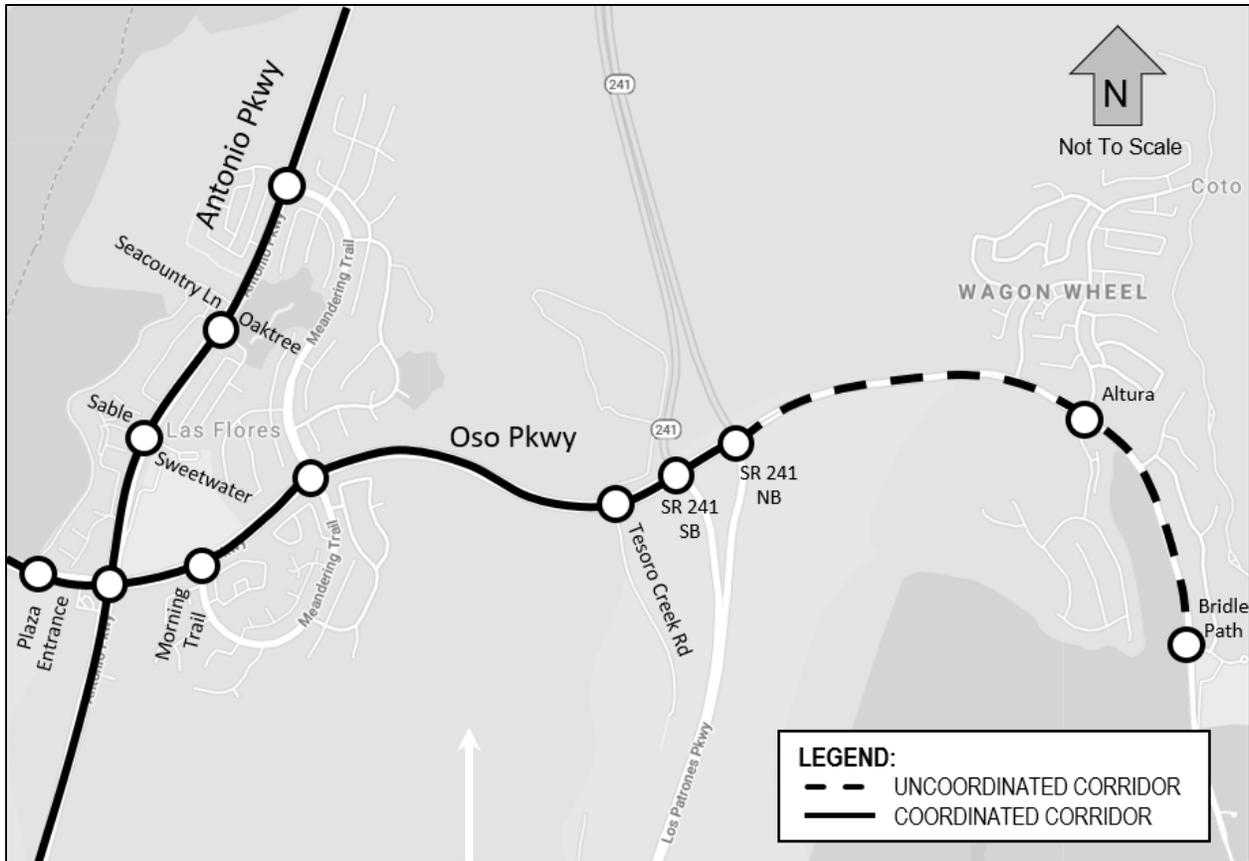
2/26/2020

Signature

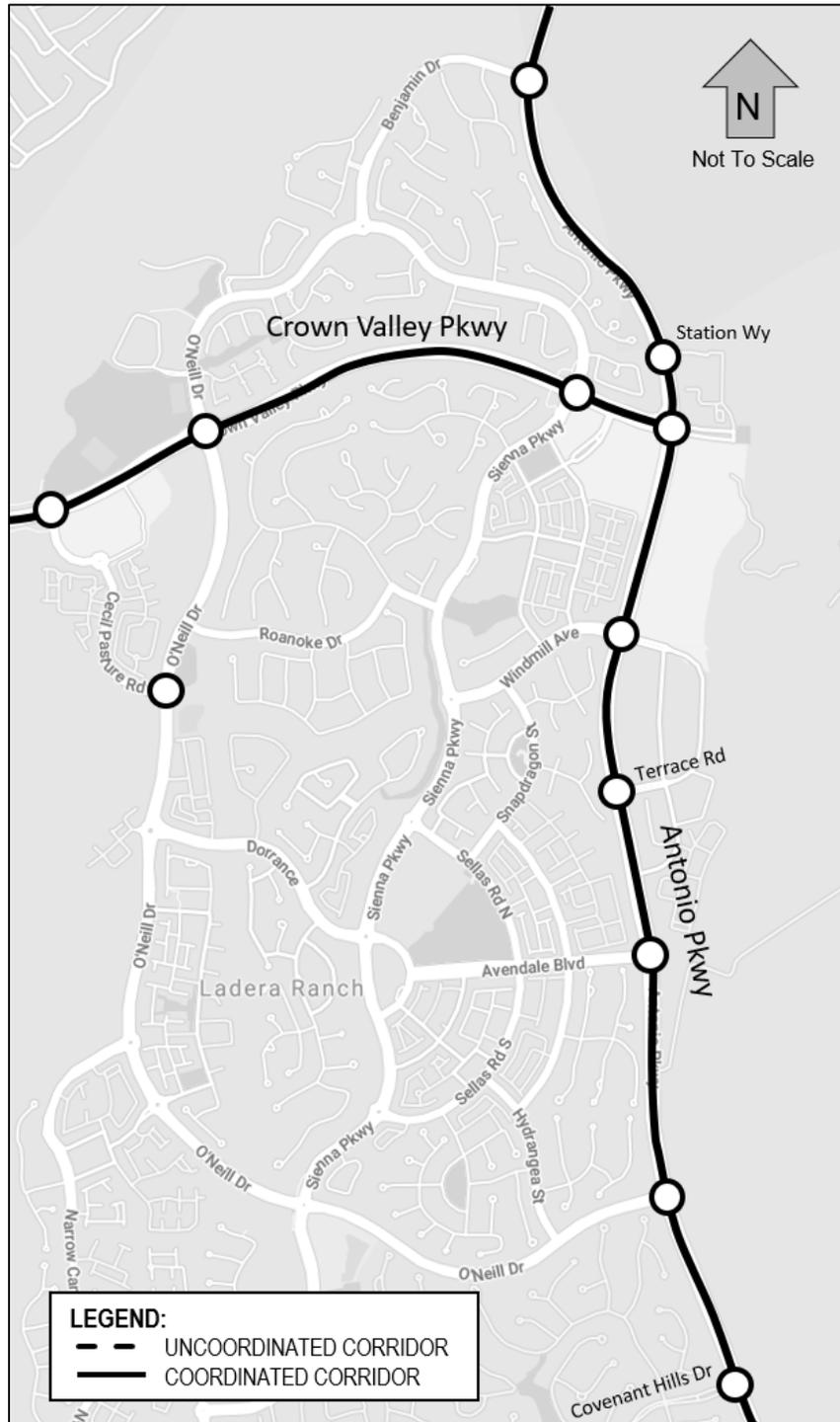
Date

Denis Bilodeau, County Traffic Engineer / Manager, Traffic & Development Support

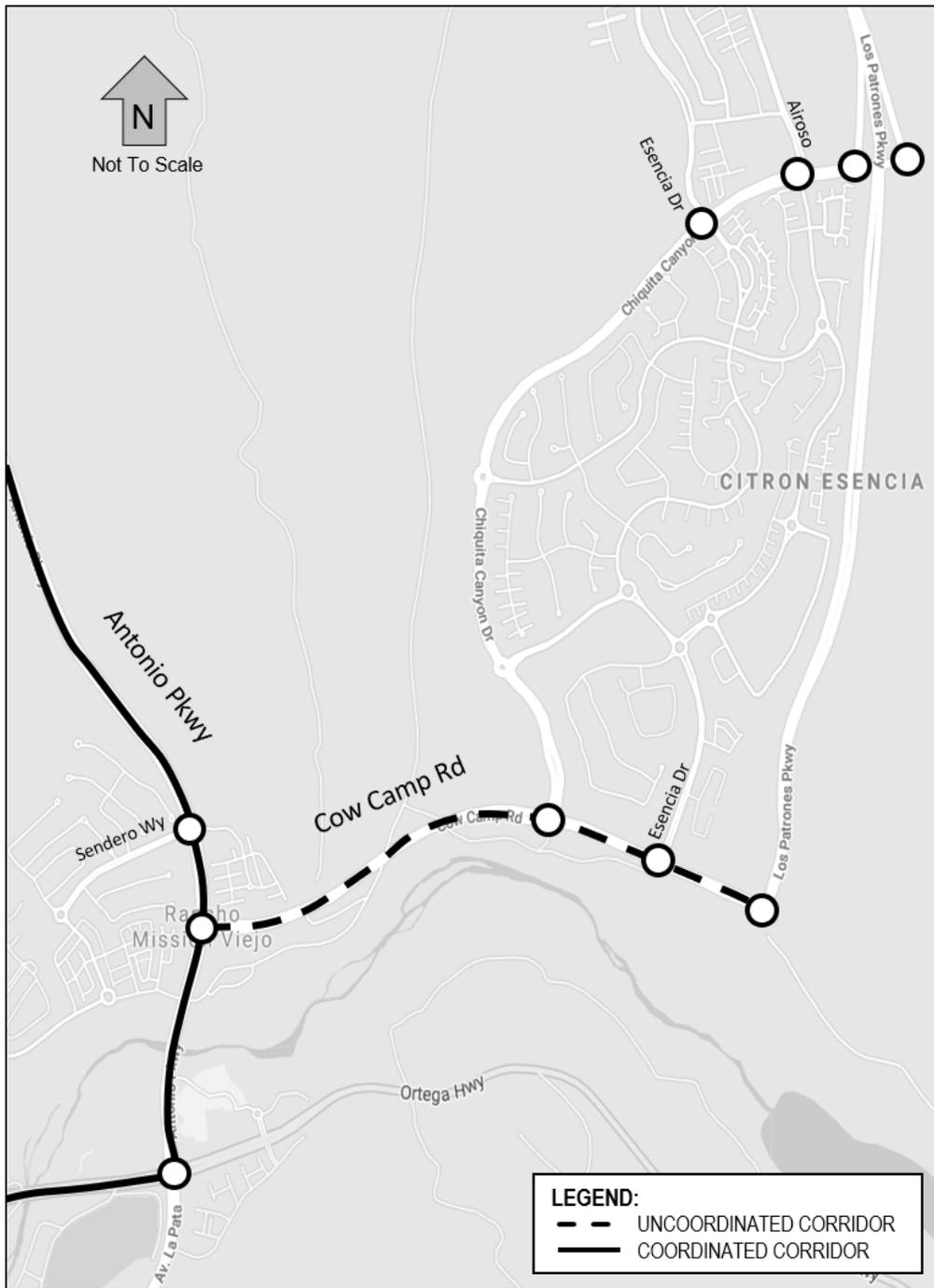
Printed Name, Title



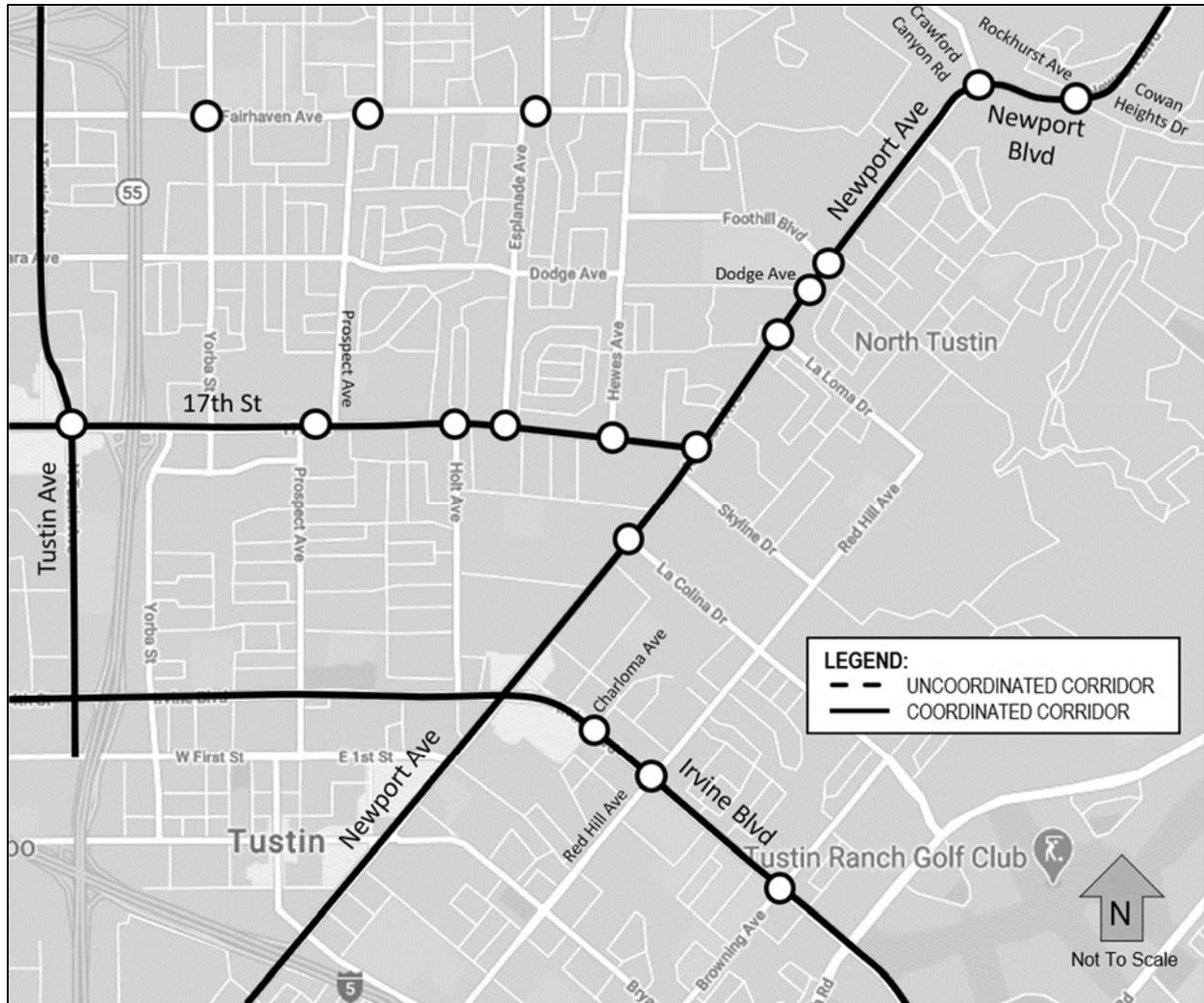
Traffic Signal Synchronization Street Routes – Las Flores / Wagon Wheel



Traffic Signal Synchronization Street Routes – Ladera Ranch



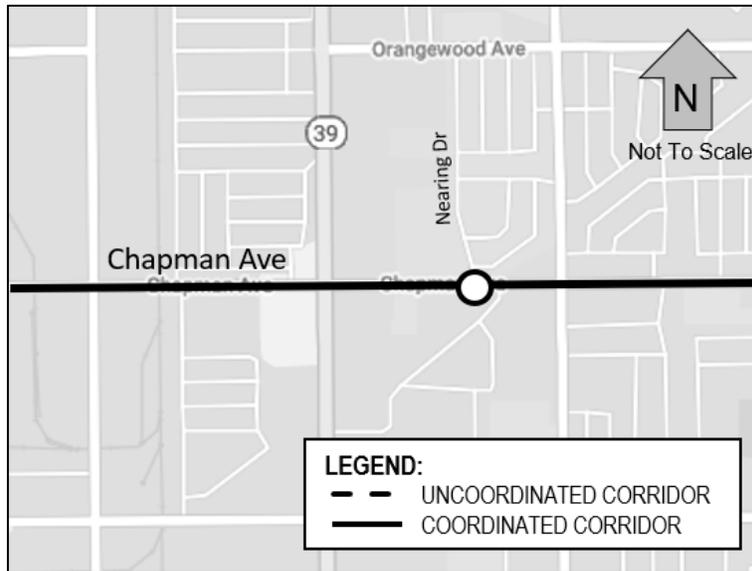
Traffic Signal Synchronization Street Routes – The Ranch



Traffic Signal Synchronization Street Routes – North Tustin



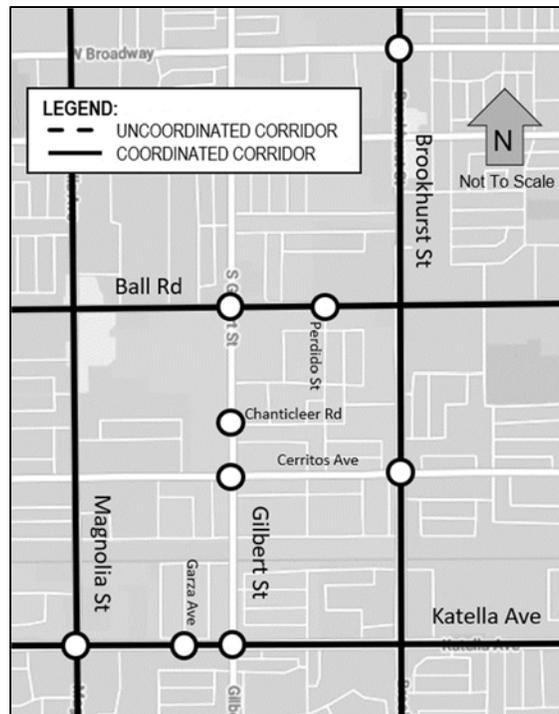
Traffic Signal Synchronization Street Routes –
El Modena / Orange Park Acres



Traffic Signal Synchronization Street Routes – Garden Grove Island



Traffic Signal Synchronization Street Routes – Olive Heights



Traffic Signal Synchronization Street Routes – Anaheim Islands



Traffic Signal Synchronization Street Routes – Midway City



Traffic Signal Synchronization Street Routes – Rossmoor



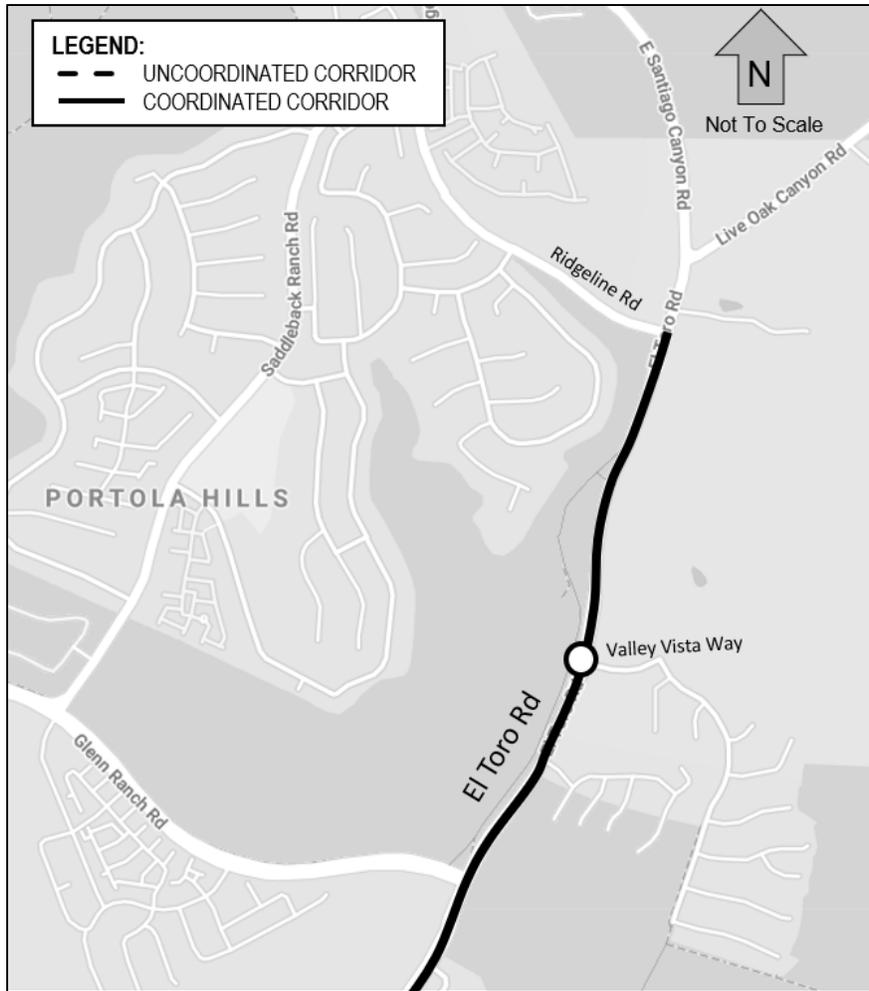
Traffic Signal Synchronization Street Routes – Placentia Island



Traffic Signal Synchronization Street Routes – Yorba Linda Islands



Traffic Signal Synchronization Street Routes – Santa Ana Heights



Traffic Signal Synchronization Street Routes – Hidden Hills



CITY of CYPRESS

5275 Orange Avenue, Cypress, California 90630

Phone 714-229-6700 www.cypressca.org

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Cypress is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call David Roseman, Traffic Engineer at (714) 229-6750.

Sincerely,

Kamran Dadbeh, P.E.
City Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

Rob Johnson, Mayor

Mariellen Yarc, Mayor Pro Tem

Stacy Berry, Council Member

Paulo M. Morales, Council Member

Jon E. Peat, Council Member

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Cypress Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	1-7	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	8-9	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	10-12	Provided
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.	13-16	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	17-22	Provided

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



Signature

June 30, 2020

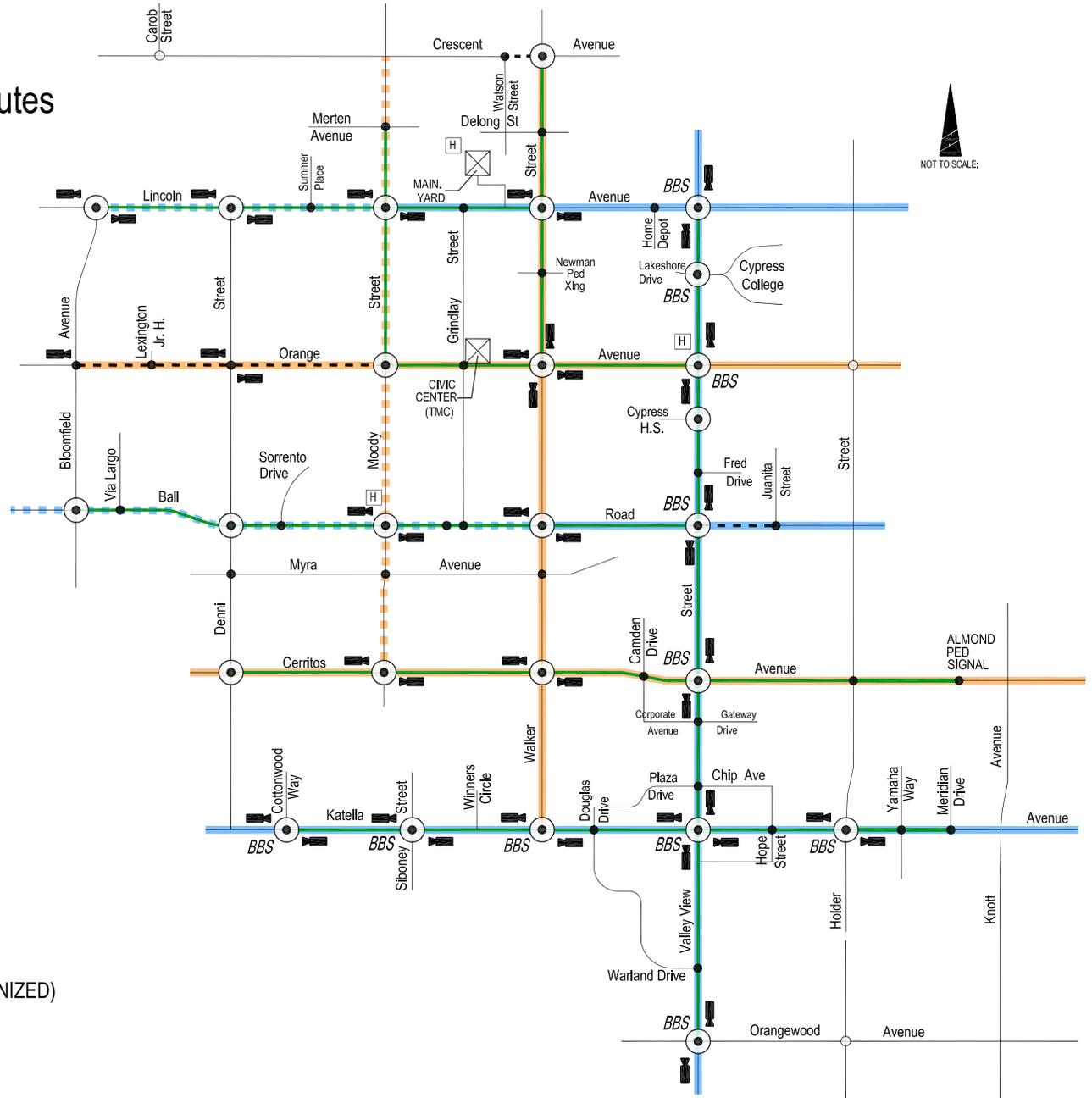
Date

Kamran Dadbeh, City Engineer

Printed Name, Title



Traffic Signal System Map & Traffic Signal Synchronization Street Routes City of Cypress



- INTERCONNECTED TRAFFIC SIGNALS (58)
- STANDALONE TRAFFIC SIGNALS (3)
- PAN/TILT/ZOOM CAMERAS (26)
- 📹 FIXED VIEW CAMERAS (45)
- ⊠ HUB
- - - 6 STAND FIBER OPTIC CABLE
- 48 STRAND FIBER OPTIC CABLE
- BBS BATTERY BACKUP
- PRIORITY CORRIDOR NETWORK (SYNCHRONIZED)
- - - PRIORITY CORRIDOR NETWORK (PLANNED SYNCHRONIZED)
- LOCAL SIGNAL SYNCHRONIZATION NETWORK SIGNAL
- - - SIGNAL SYNCHRONIZATION NETWORK (PLANNED)



May 19, 2020

Orange County Transportation Authority
Attention: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Dana Point is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2023/24 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call me directly at (949)248-3574.

Sincerely,

Matthew Sinacori, P.E.
Director of Public Works/City Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Dana Point

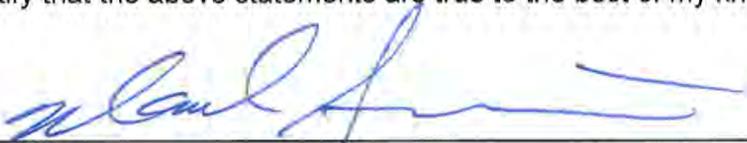
Plan Date: April 27, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	4-8	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	9-13	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	15-18	Yes
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.	19-23	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	24-26	Yes

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



 Signature

5/19/2020

 Date

Matthew Sinacori, Director of Public Works/City Engineer
 Printed Name, Title

LEGEND



ARTERIAL STREETS
CURRENTLY SYNCHRONIZED
VIA TRAFFIC SIGNAL



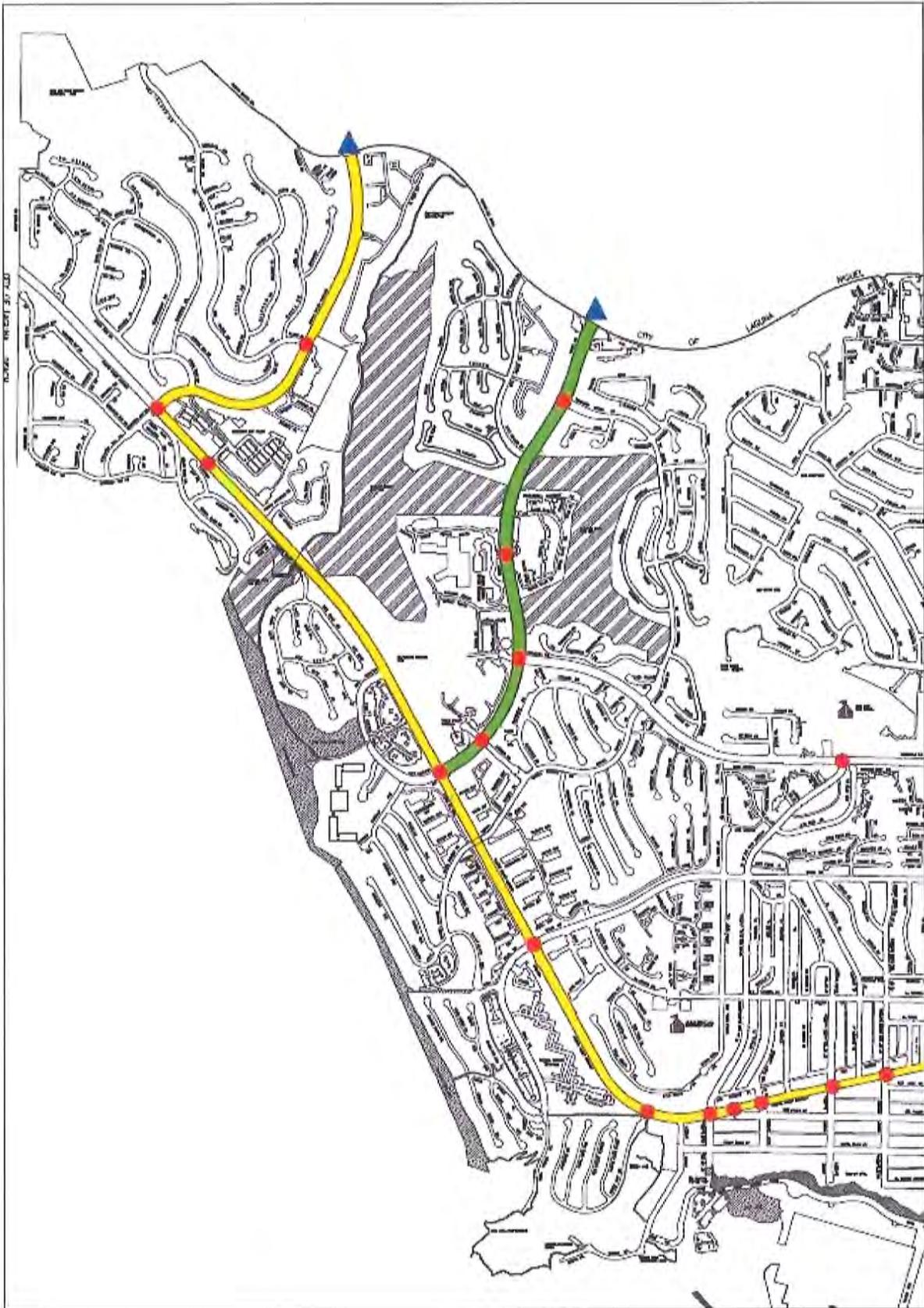
ROUTES THAT MAY BE
CONSIDERED FOR FUTURE STREET SYNCHRONIZATION

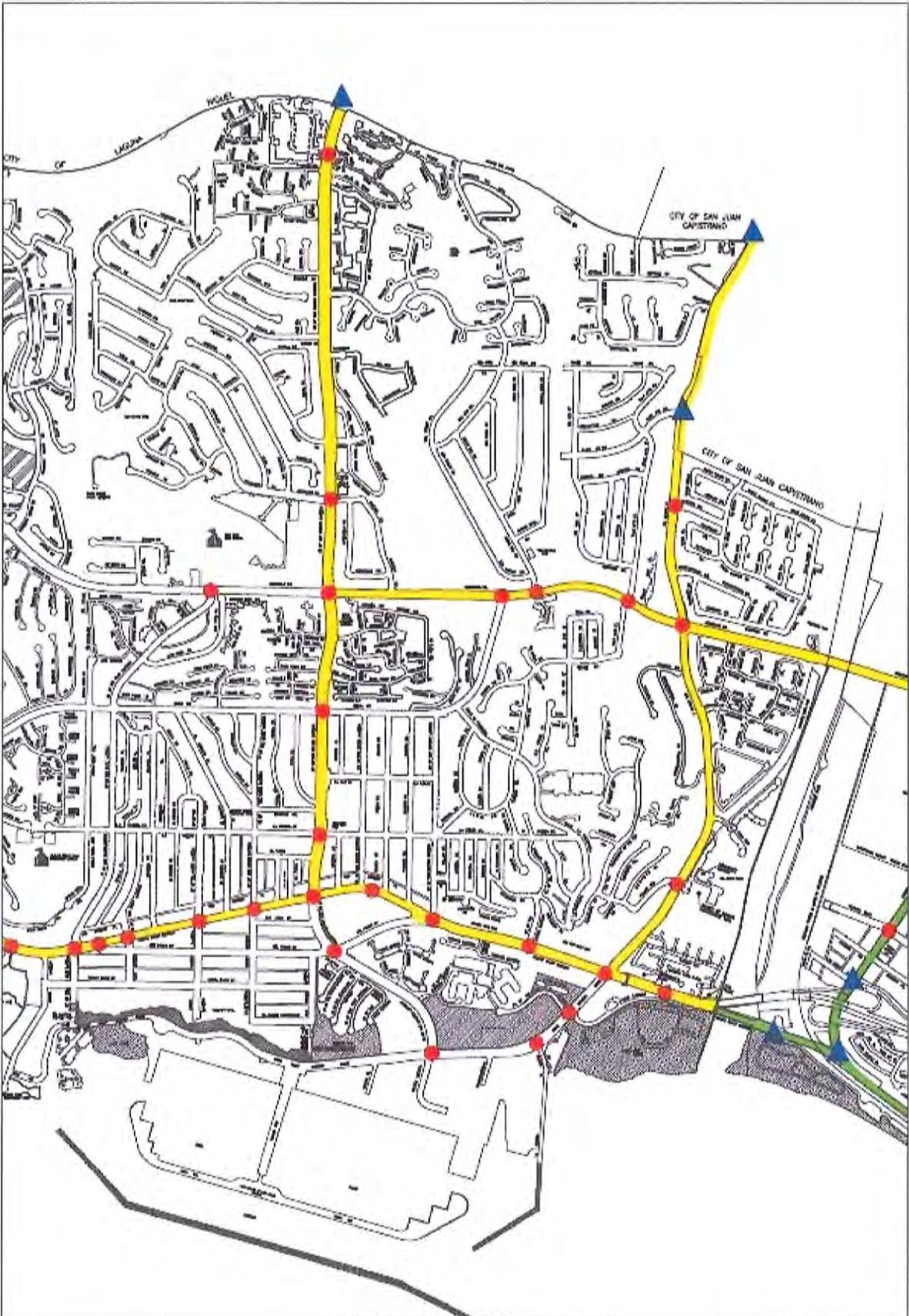


TRAFFIC SIGNAL (DANA POINT OWNED/MAINTAINED)



TRAFFIC SIGNAL (OWNED/MAINTAINED BY OTHER AGENCY)









CITY OF FOUNTAIN VALLEY

10200 SLATER AVENUE FOUNTAIN VALLEY, CA 92708-4736 (714) 593-4400, FAX: (714) 593-4498

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

**Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2
Eligibility Process**

Dear Mr. Tan:

The City of Fountain Valley is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call John Nguyen at (714) 593-4443

CITY OF FOUNTAIN VALLEY

Temo Galvez, P.E.
Deputy of Director of Public Works/City Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

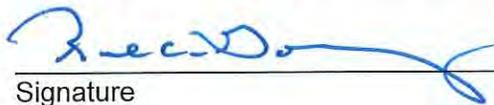
The Local Agency Name: City of Fountain Valley Plan Date: _____

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	7-28	Provided
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.	29-32	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	33-40	Provided

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

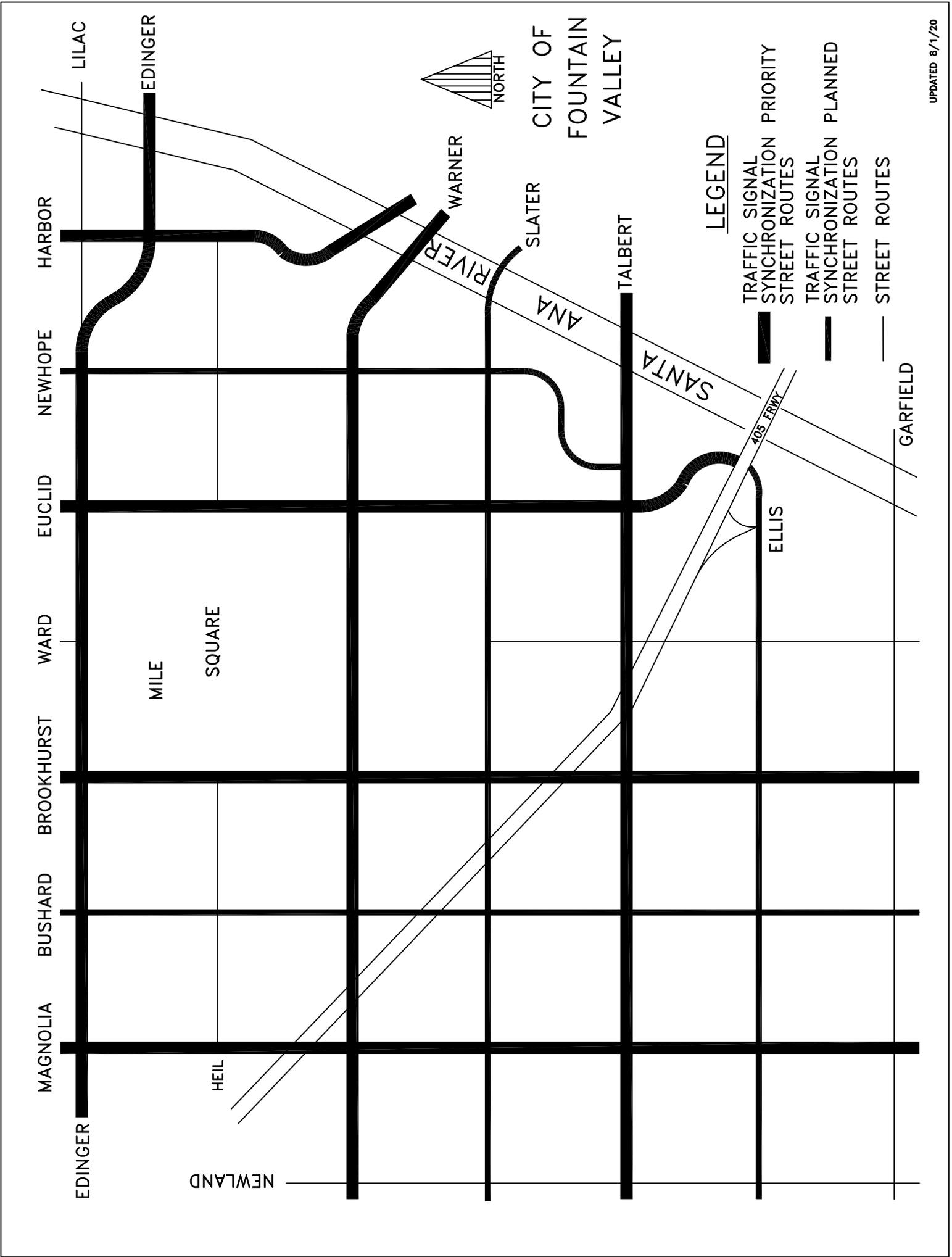


 Signature

6-16-2020

 Date

 Temo Galvez, Deputy Director of Public Works/City Engineer, City of Fountain Valley





CITY OF FULLERTON

Public Works Department – Engineering Division

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Fullerton is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call me at (714) 738-6858.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Langstaff".

Dave Langstaff
Senior Traffic Engineering Analyst

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

Fullerton LSSP 2020 Cover Letter.docx

THE EDUCATION COMMUNITY

303 West Commonwealth Avenue, Fullerton, California 92832-1775
(714) 738-6845 • Fax (714) 738-3115 • Website: www.ci.fullerton.ca.us

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

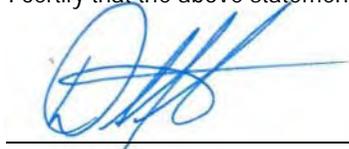
The Local Agency Name: City of Fullerton Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan (2020 Update), a completed consistency review 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	1-1	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	3-1	Yes
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. Include a separate planning level estimate of complete system implementation cost.	4-1	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	5-1	Yes

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



Signature

June 30, 2020

Date

Dave Langstaff, Senior Traffic Engineering Analyst, City of Fullerton

Printed Name, Title, & Local Agency

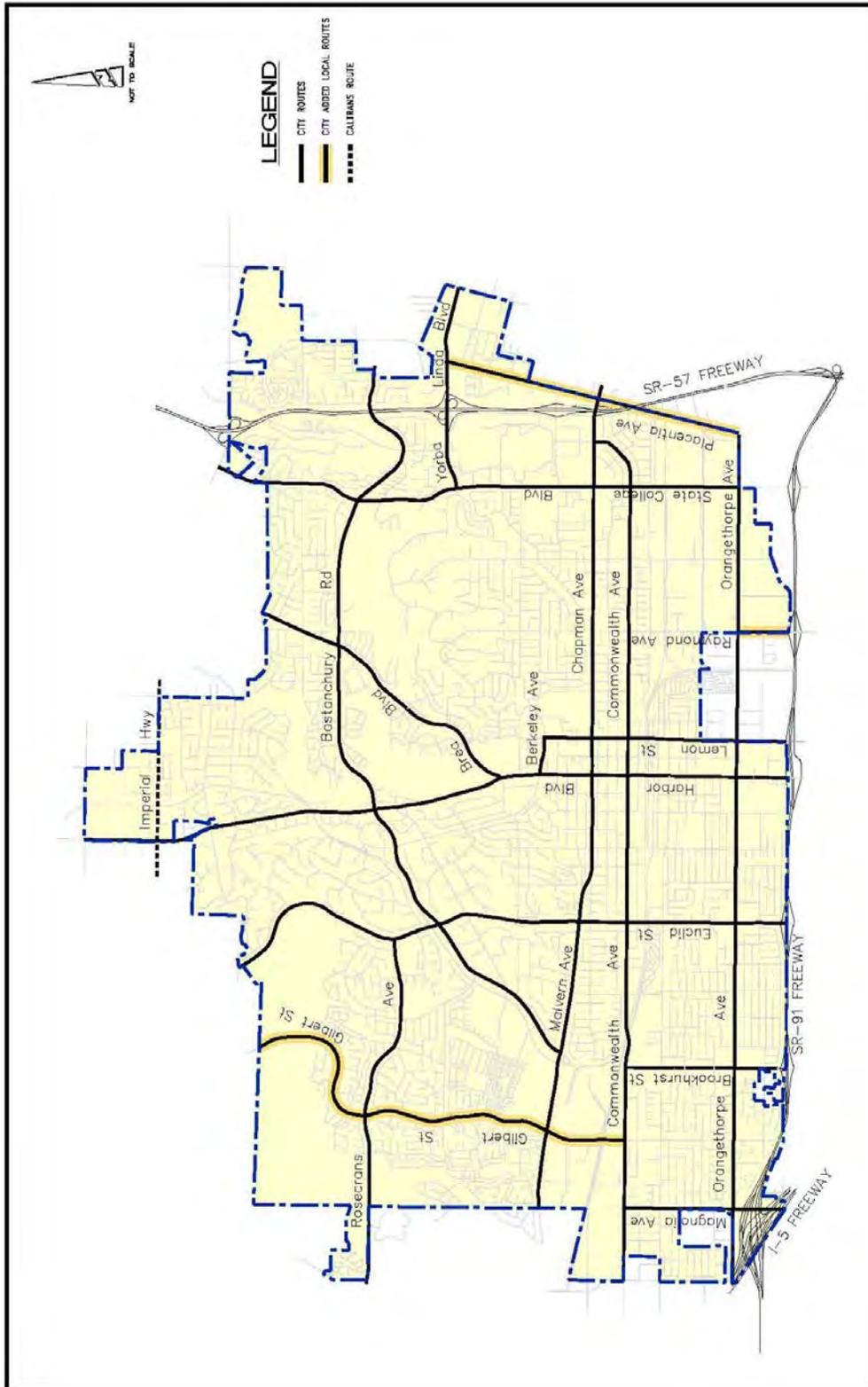


Figure 1 – Signal Synchronization Routes



CITY OF GARDEN GROVE

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Steven R. Jones
Mayor

John R. O'Neill
Mayor Pro Tem - District 2

George S. Brietgam
Council Member - District 1

Diedre Thu-Ha Nguyen
Council Member - District 3

Patrick Phat Bui
Council Member - District 4

Stephanie Klopfenstein
Council Member - District 5

Kim Bernice Nguyen
Council Member - District 6

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Garden Grove is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call me at (714) 741-5189.

Sincerely,

Dai Vu, P.E.
City Traffic Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Garden Grove Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	4-5	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	8-11	Provided
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.	12-15	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	16-21	Provided

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



 Signature

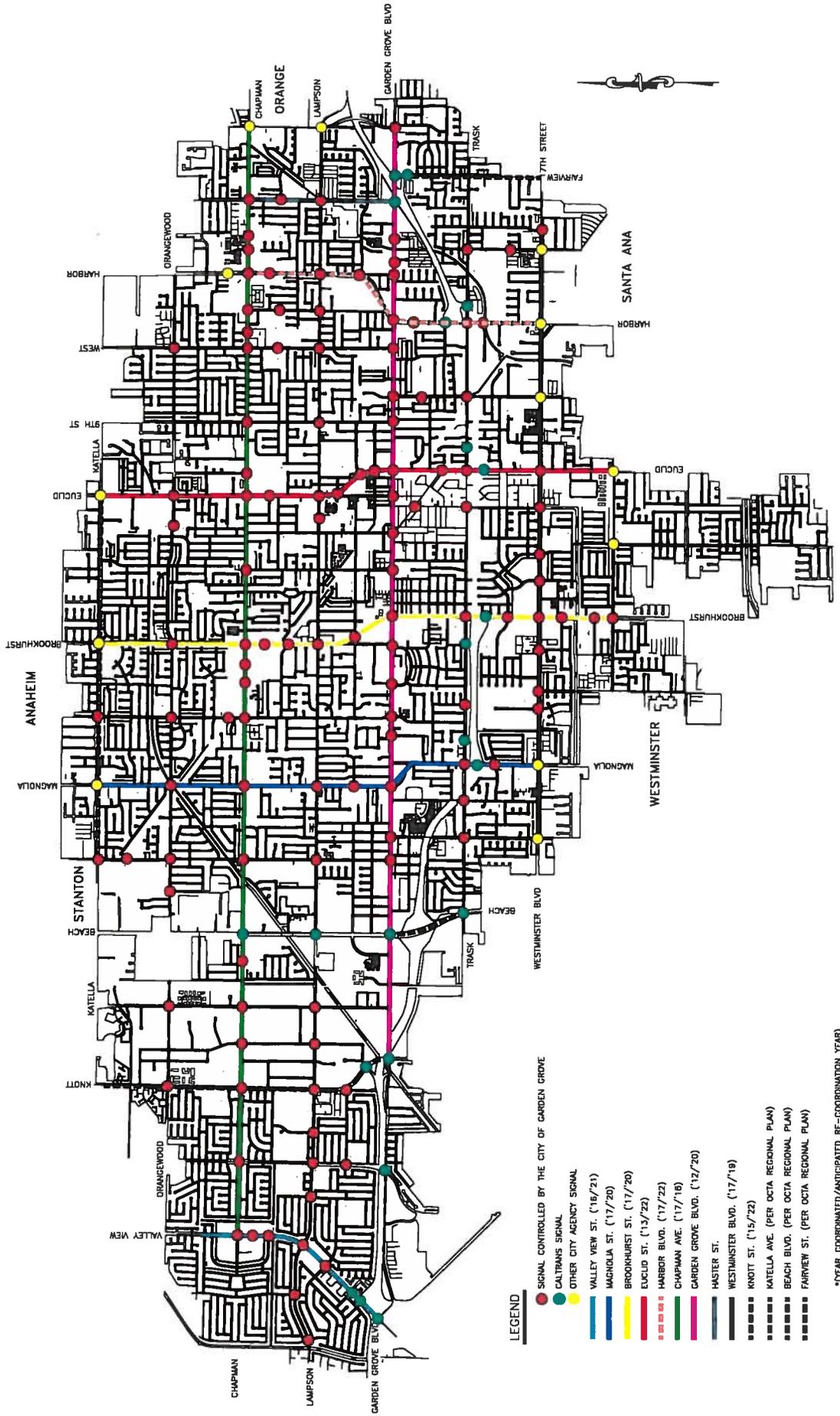
5/20/2020

 Date

Dai Vu, City Traffic Engineer, City of Garden Grove

 Printed Name, Title, & Local Agency

CITY OF GARDEN GROVE LOCAL SIGNAL COORDINATION PLAN



LEGEND

- SIGNAL CONTROLLED BY THE CITY OF GARDEN GROVE
- CALTRANS SIGNAL
- OTHER CITY AGENCY SIGNAL
- VALLEY VIEW ST. ('16/'21)
- MAGNOLIA ST. ('17/'20)
- BROOKHURST ST. ('17/'20)
- EUCLID ST. ('13/'22)
- HARBOR BLVD. ('17/'22)
- CHAPMAN AVE. ('17/'18)
- GARDEN GROVE BLVD. ('12/'20)
- HASTER ST.
- WESTMINSTER BLVD. ('17/'19)
- KNOTT ST. ('15/'22)
- KATELLA AVE. (PER OCTA REGIONAL PLAN)
- BEACH BLVD. (PER OCTA REGIONAL PLAN)
- FARVIEW ST. (PER OCTA REGIONAL PLAN)

*YEAR COORDINATED/ANTICIPATED RE-COORDINATION YEAR



CITY OF HUNTINGTON BEACH

Public Works Department

Tom Herbel, PE
Acting Director of Public Works

May 26, 2020

Mr. Archie Tan
Orange County Transportation Authority
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Huntington Beach is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including all required elements as identified in the *Guidelines for the Preparation of Local Signal Synchronization Plans*.

The City looks forward to continuing the implementation of the beneficial programs and construction projects made possible by Measure M2.

If you have any questions, please call me at (714) 374-1628.

Sincerely,

William F. Janusz, P.E., PTOE
Principal Civil Engineer

WFJ

Enclosures

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

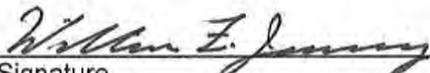
The Local Agency Name: City of Huntington Beach Plan Date: 5/26/20

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	1,2,17,18	Yes
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3-4	Yes
3. Traffic signal inventory for all traffic signal synchronization street routes.	5-8	Yes
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.	9-12	Yes
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14-17	Yes

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



 Signature

5/26/20

 Date

William F. Janusz, P.E.

Principal Civil Engineer

 Print Name, Title



- ooooo = LOCAL SIGNAL SYNCHRONIZATION ROUTES (IN ADDITION TO OCTA REGIONAL PROGRAM).
 - = LOCAL SIGNAL SYNCHRONIZATION ROUTES CURRENTLY RUNNING FREE.
 - = LOCAL SIGNAL SYNCHRONIZATION ROUTES CURRENTLY UNDER COORDINATION (CONSISTENT WITH OCTA).
 - - - = LOCAL SIGNAL SYNCHRONIZATION ROUTES (CALTRANS ROUTE CONSISTENT WITH OCTA).
- OCTA Coordination Vicmap.dwg

CITY OF HUNTINGTON BEACH * PUBLIC WORKS * TRAFFIC ENGINEERING



SIGNAL SYNCHRONIZATION ROUTES

FIGURE
1



June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Irvine is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call Mark Ha, Supervising Transportation Analyst, at (949) 724-6186 or mha@cityofirvine.org.

Sincerely,

Jaimee Bourgeois, P.E.
Deputy Director of Transportation/City Traffic Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

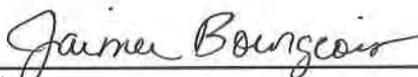
The Local Agency Name: City of Irvine Plan Date: June 30, 2020

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Yes – No
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	2-5	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6-8	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	9-22	Yes
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.	23-27	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	28-34	Yes

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

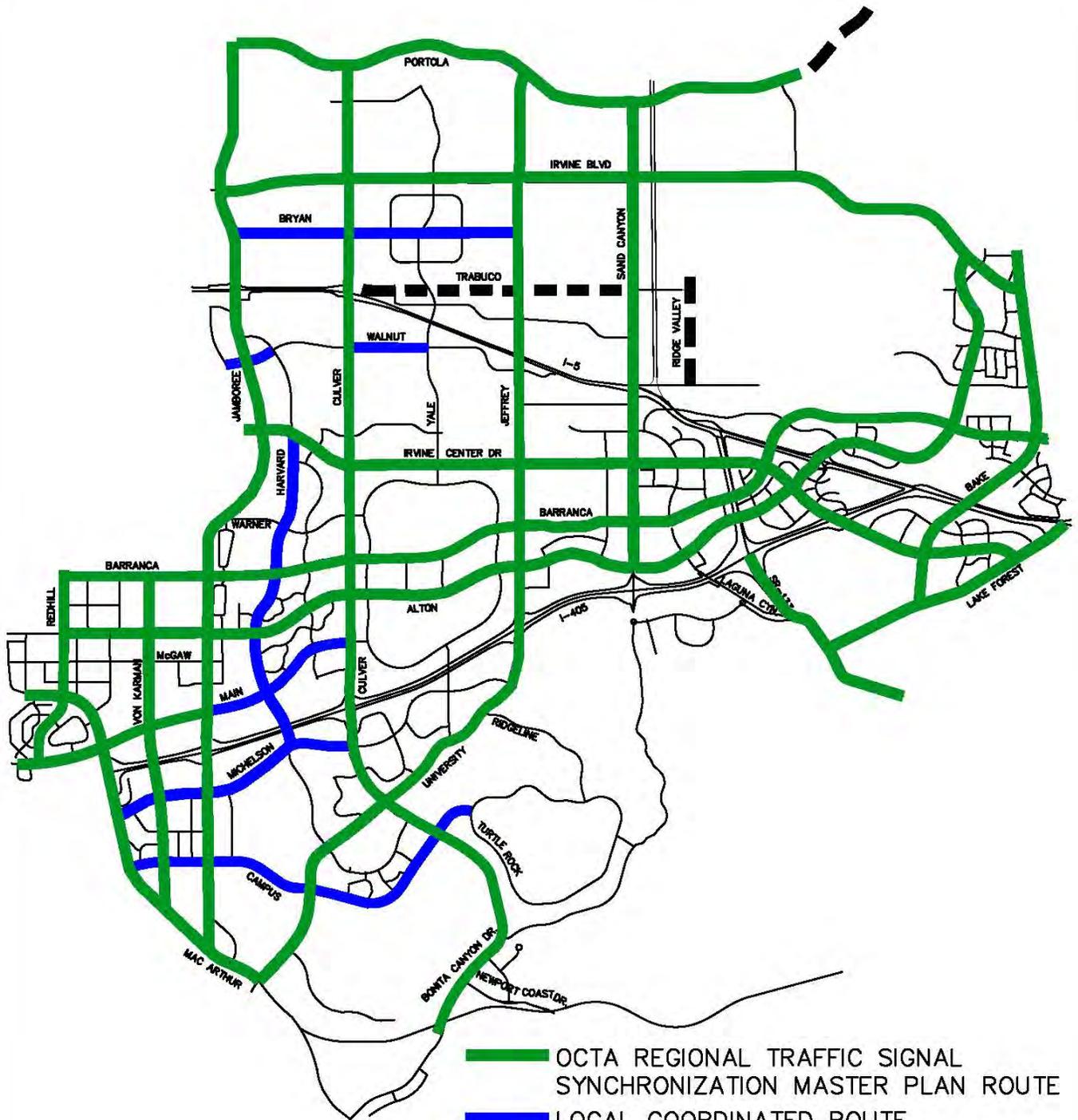


 Signature

 6-17-20

 Date

Jaimee Bourgeois, P.E., Deputy Director of Transportation/City Traffic Engineer
 Printed Name, Title



- OCTA REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION MASTER PLAN ROUTE
- LOCAL COORDINATED ROUTE
- FUTURE COORDINATED ROUTE

CITY OF IRVINE * PUBLIC WORKS AND TRANSPORTATION



SIGNAL SYNCHRONIZATION STREET ROUTES



City of La Habra

"A Caring Community"

PUBLIC WORKS / ENGINEERING

110 E. La Habra Boulevard
Post Office Box 337
La Habra, CA 90633-0785
Office Phone: (562) 383-4151
www.lahabracalifornia.gov

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of La Habra is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of these beneficial programs and construction projects made possible by Measure M2.

Should you have any questions, please contact Mr. Michael Plotnik, T.E., City Traffic Manager, at (562) 383-4162.

Sincerely,

Elias Saykali, P.E.
Director of Public Works
City of La Habra

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of La Habra Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation. 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.	1-1	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	3-1	Yes
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.	4-1	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	5-1	Yes

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


Signature

6-23-2020
Date

Elias Saykali, P.E., Director of Public Works, City of La Habra
Printed Name, Title, & Local Agency



June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

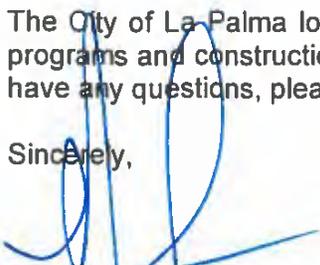
Dear Mr. Tan:

The City of La Palma is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of La Palma looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (714) 690-3325.

Sincerely,



Douglas Benash, P.E.
City Engineer

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF LA PALMA Plan Date: JUNE 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including the completed consistency review checklist 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.	PAGES 2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-9	Provided
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.	PAGES 10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 14-18	Provided

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

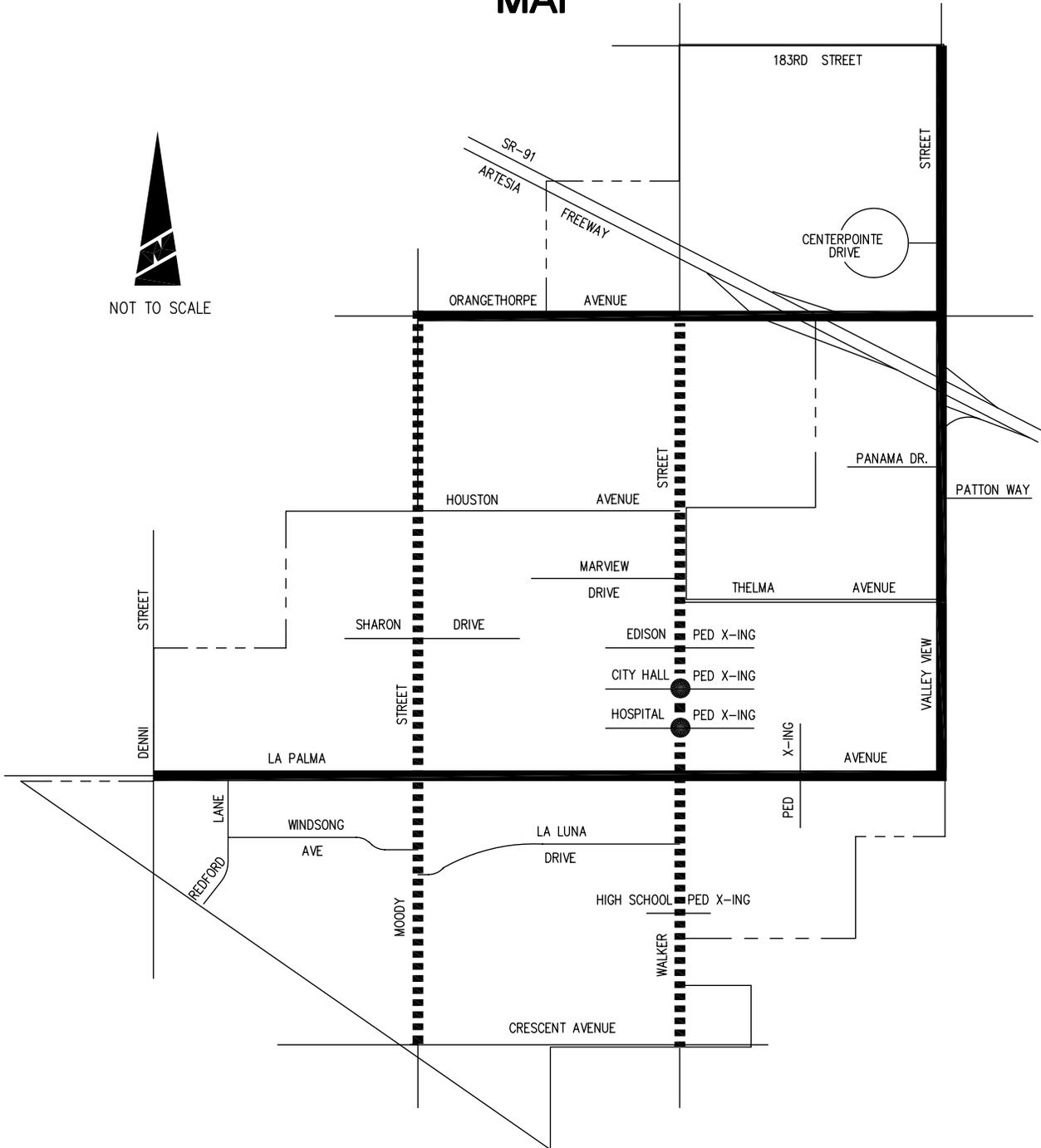
Signature

Date

6/22/2020

Douglas Benash, P.E., City Engineer
Printed Name, Title

CITY OF LA PALMA 2020 TRAFFIC SIGNAL SYNCHRONIZATION MAP



- EXISTING COORDINATED ROUTE =
- PROPOSED COORDINATION ROUTE =
- PROPOSED CONTROLLER UPGRADE =

LEGEND



June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Laguna Beach is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please contact Natalie Chan at (949) 497-0741 or nchan@lagunabeachcity.net.

Sincerely,

A handwritten signature in black ink that reads "Manuel Gomez".

Manuel Gomez
Interim Director of Public Works

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Laguna Beach

Date: June 30, 2020

Local agencies must submit a copy of the updated Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation. 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.	4 - 5	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6 - 7	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	8 - 9	Provided
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 built-out scenarios.	10 - 13	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14-18	Provided

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

Manuel Gomez

Signature

6/29/2020

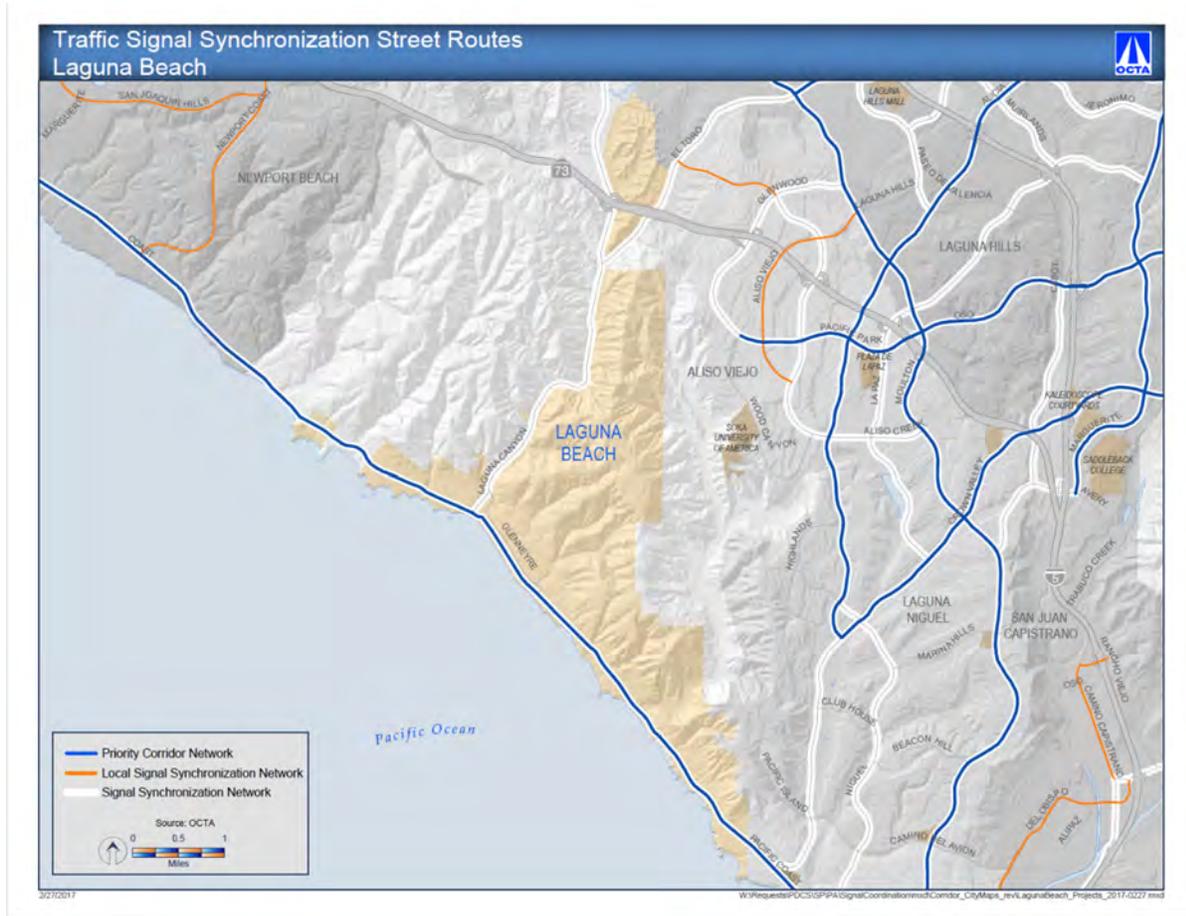
Date

Manuel Gomez, Interim Director of Public Works

Printed Name, Title

TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

As shown on the map below, there are three routes on the traffic signal synchronization network within the City of Laguna Beach, including portions of Coast Highway (SR-1), Laguna Canyon Road (SR-133), and El Toro Road. Coast Highway is designated as a Priority Corridor Network. Caltrans owns and maintains Coast Highway and Laguna Canyon Road, including all of the traffic signals. There are no planned additional routes within the City of Laguna Beach.





CITY OF LAGUNA HILLS

June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Laguna Hills is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Laguna Hills looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (949) 707-2655.

Sincerely,

Kenneth H. Rosenfield, P.E.
Assistant City Manager / Director of Public Services

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: **CITY OF LAGUNA HILLS** Plan Date: **JUNE 30, 2020**

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

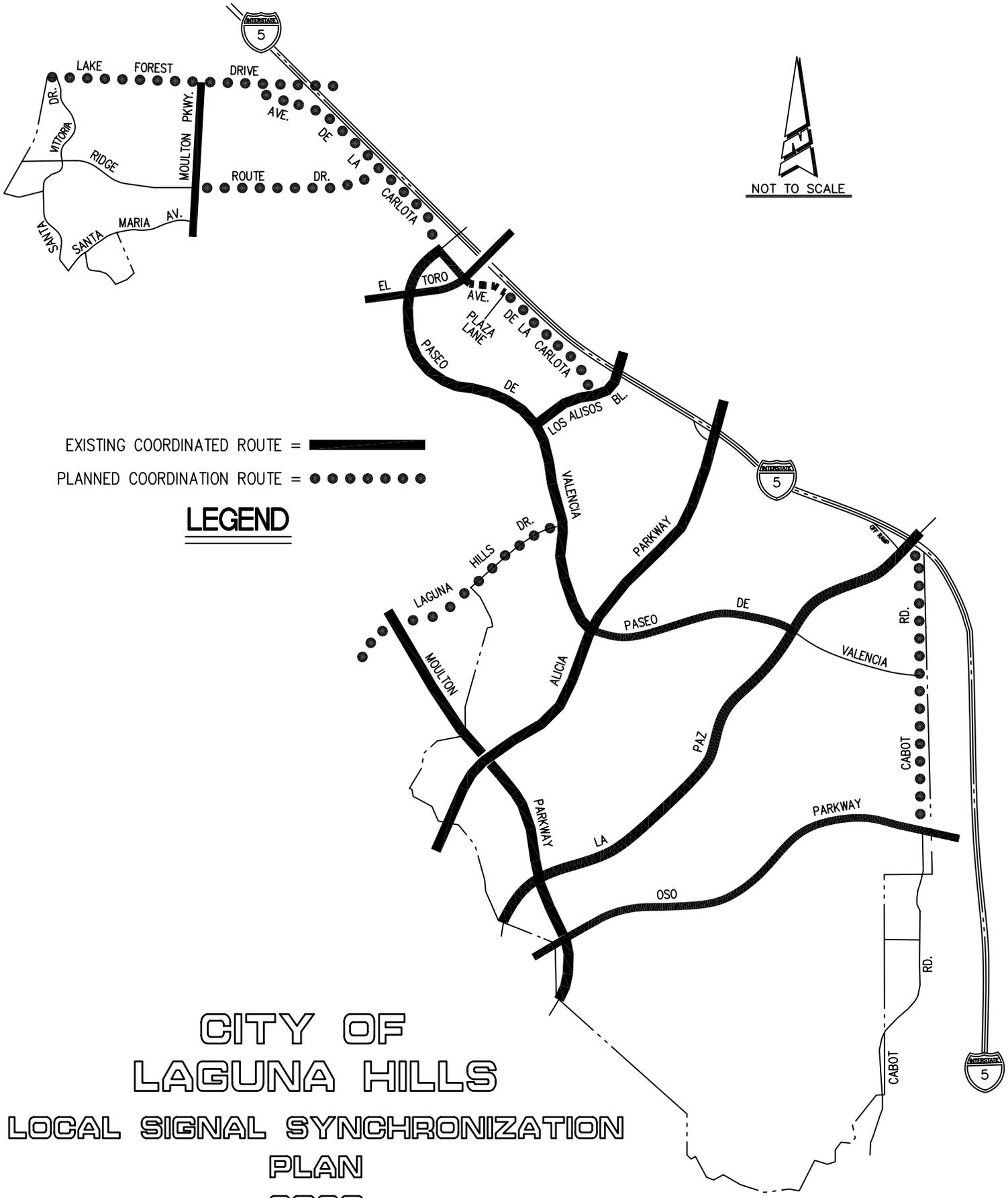
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	PAGES 1-3	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 4-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 7-9	Provided
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 for constrained, unconstrained, and build-out scenarios.	PAGES 10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 14-19	Provided

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


June 30, 2020

 Signature Date

Kenneth H. Rosenfield, P.E., Assistant City Manager/Director of Public Services
 Printed Name, Title



**CITY OF
 LAGUNA HILLS
 LOCAL SIGNAL SYNCHRONIZATION
 PLAN
 2020**



CITY of LAGUNA NIGUEL

30111 Crown Valley Parkway / Laguna Niguel, California, 92677
Phone / 949-362-4300 Fax / 949-362-4340

CITY COUNCIL

Mayor Laurie Davies
Mayor Pro Tem Fred Minagar
Council Member Elaine Gennawey
Council Member John Mark Jennings
Council Member Sandy Rains

June 25, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Laguna Niguel is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects made possible by Measure M2 funds.

If you have any questions or require additional information, please contact me at (949) 362-4377 or email me at JScott@cityoflagunaniguel.org.

Sincerely,

Jacki Scott, P.E., T.E.
Public Works Director/City Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Laguna Niguel Plan Date: 06/24/2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	Page 5	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 7	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	Page 9-10	Provided
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.	Page 12-14	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Page 16-18	Provided

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

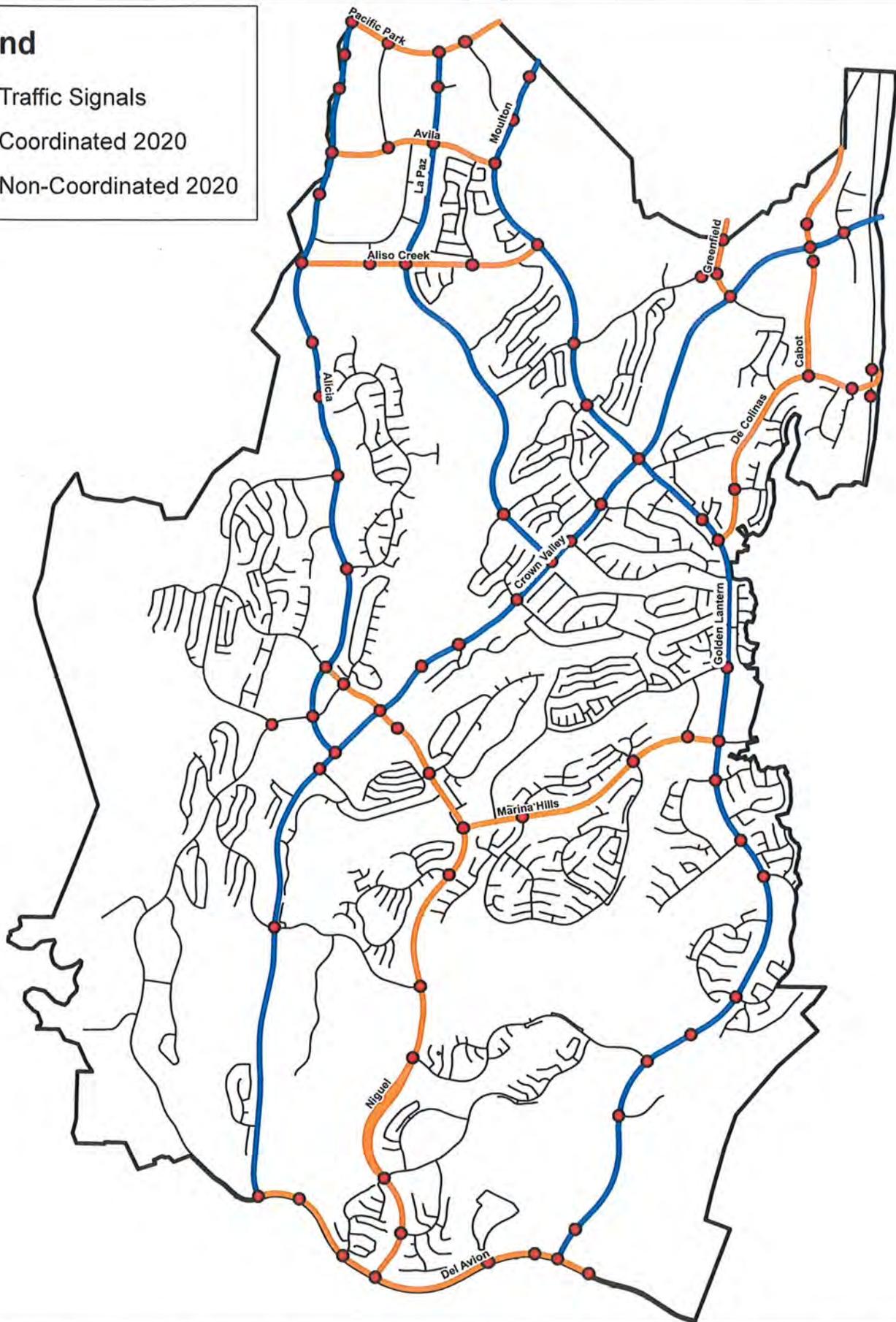

Signature

06-24-20
Date

Jacki Scott, Public Works Director/City Engineer
Printed Name, Title

Legend

- Traffic Signals
- Coordinated 2020
- Non-Coordinated 2020



Q:\GIS\projects\PW\gis\projects\LSSP\TrafficSynchronization\StreetRoutes2020.mxd



TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

City of Laguna Niguel

05/20





June 20, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Laguna Woods is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please feel free to call me at (949) 585-0477.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Akram Hindiye'.

M. Akram Hindiye
City Engineer / City Traffic Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Laguna Woods Plan Date: May 21, 2020

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

Complete the table below:

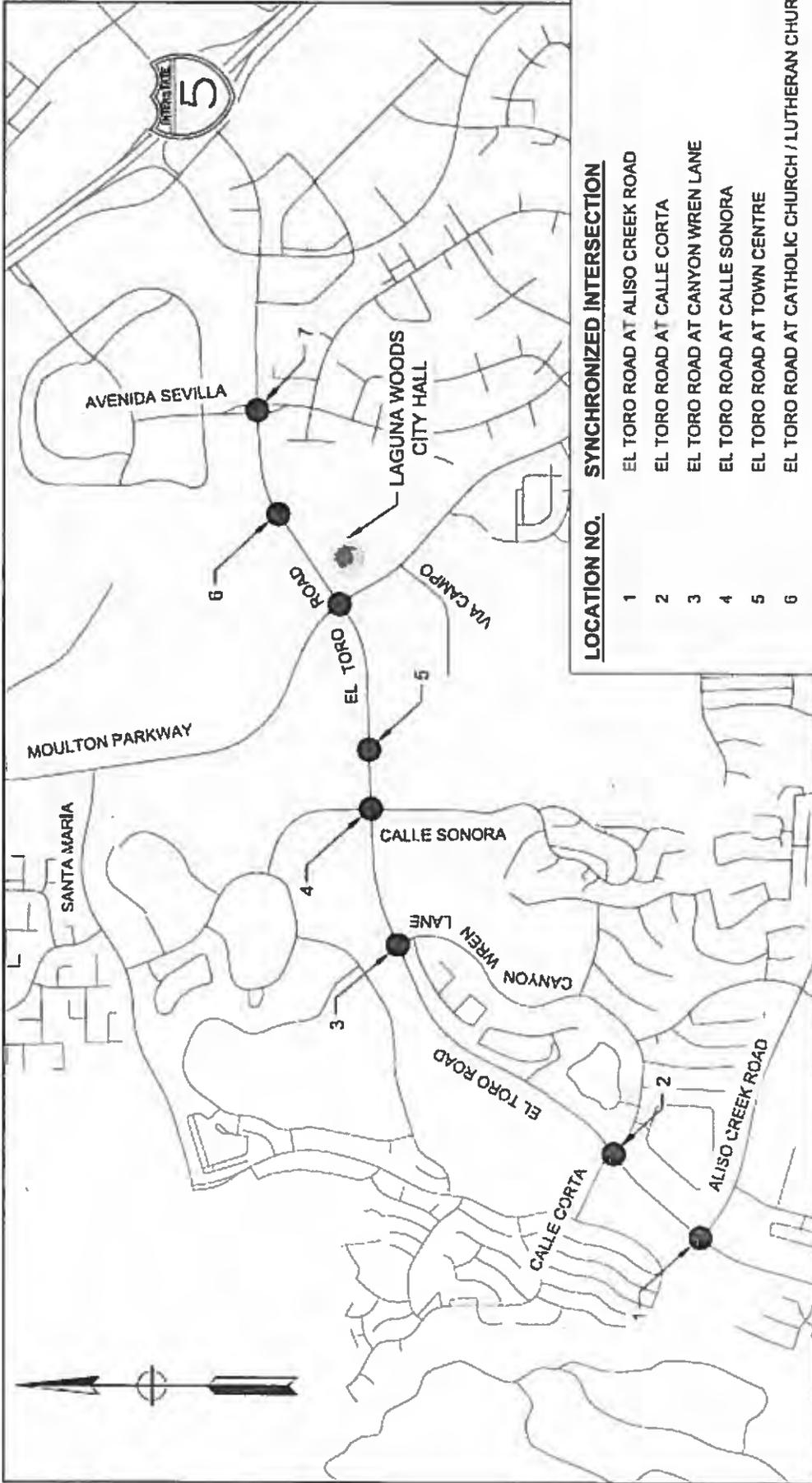
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	2	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3-5	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	6	Provided
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.	7-9	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	10-12	Provided

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

M. Akram Hindiye
Signature

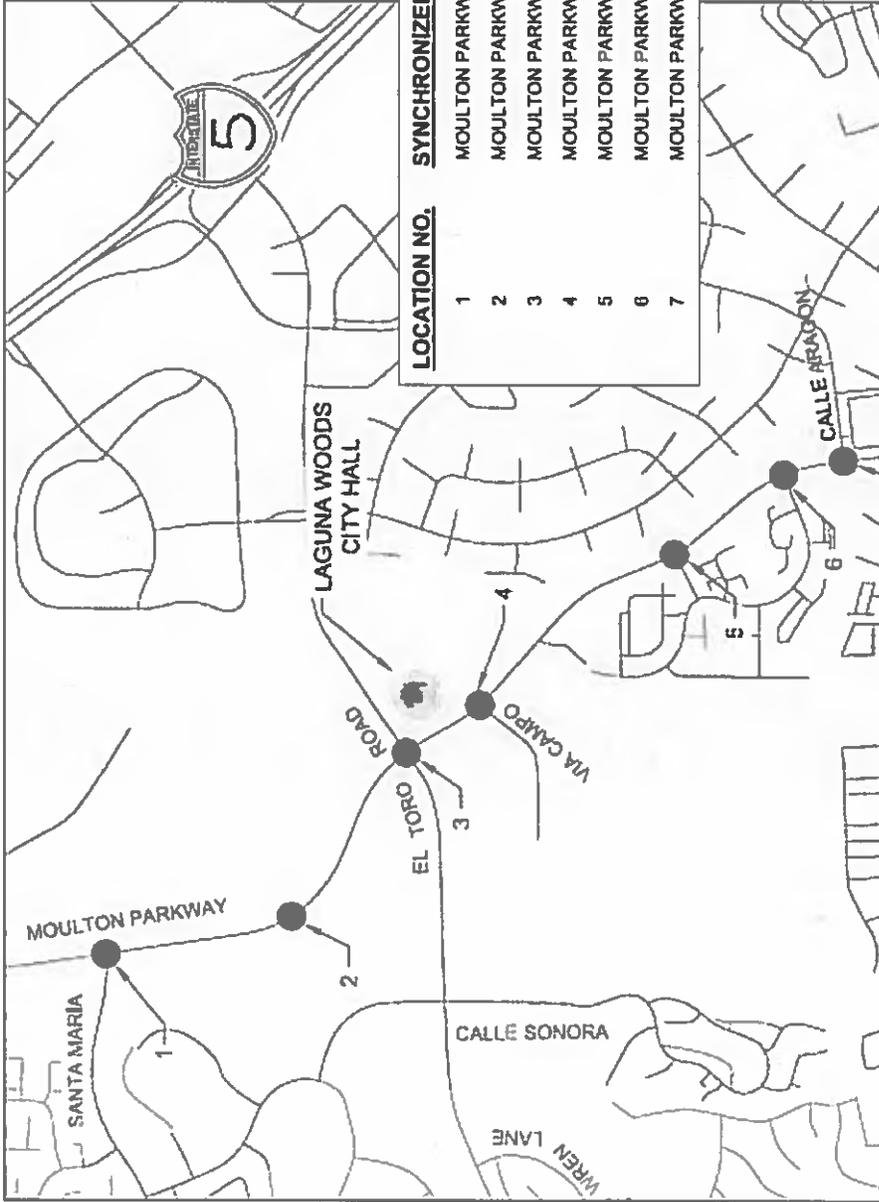
6-24-2020
Date

M. Akram Hindiye,
City Engineer, City Traffic Engineer
City of Laguna Woods



LOCATION NO.	SYNCHRONIZED INTERSECTION
1	EL TORO ROAD AT ALISO CREEK ROAD
2	EL TORO ROAD AT CALLE CORTA
3	EL TORO ROAD AT CANYON WREN LANE
4	EL TORO ROAD AT CALLE SONORA
5	EL TORO ROAD AT TOWN CENTRE
6	EL TORO ROAD AT CATHOLIC CHURCH / LUTHERAN CHURCH
7	EL TORO ROAD AT AVENIDA SEVILLA

VICINITY MAP
NOT TO SCALE



LOCATION NO.	SYNCHRONIZED INTERSECTION
1	MOULTON PARKWAY AT SANTA MARIA
2	MOULTON PARKWAY AT CLUBHOUSE (GATE 12 & 16)
3	MOULTON PARKWAY AT EL TORO
4	MOULTON PARKWAY AT VIA CAMPO
5	MOULTON PARKWAY AT CALLE CORTEZ
6	MOULTON PARKWAY AT VIA IGLESIA
7	MOULTON PARKWAY AT CALLE ARAGON

VICINITY MAP

NOT TO SCALE



June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Lake Forest is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Lake Forest looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (949) 461-3480.

Sincerely,

Thomas E. Wheeler, P.E.
Director of Public Works / City Engineer

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: **CITY OF LAKE FOREST** Plan Date: **JUNE 30, 2020**

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including the completed consistency review checklist 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.	PAGES 2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-11	Provided
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 built-out scenarios.	PAGES 12-15	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 16-21	Provided

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



 Signature 6/25/20
 Date

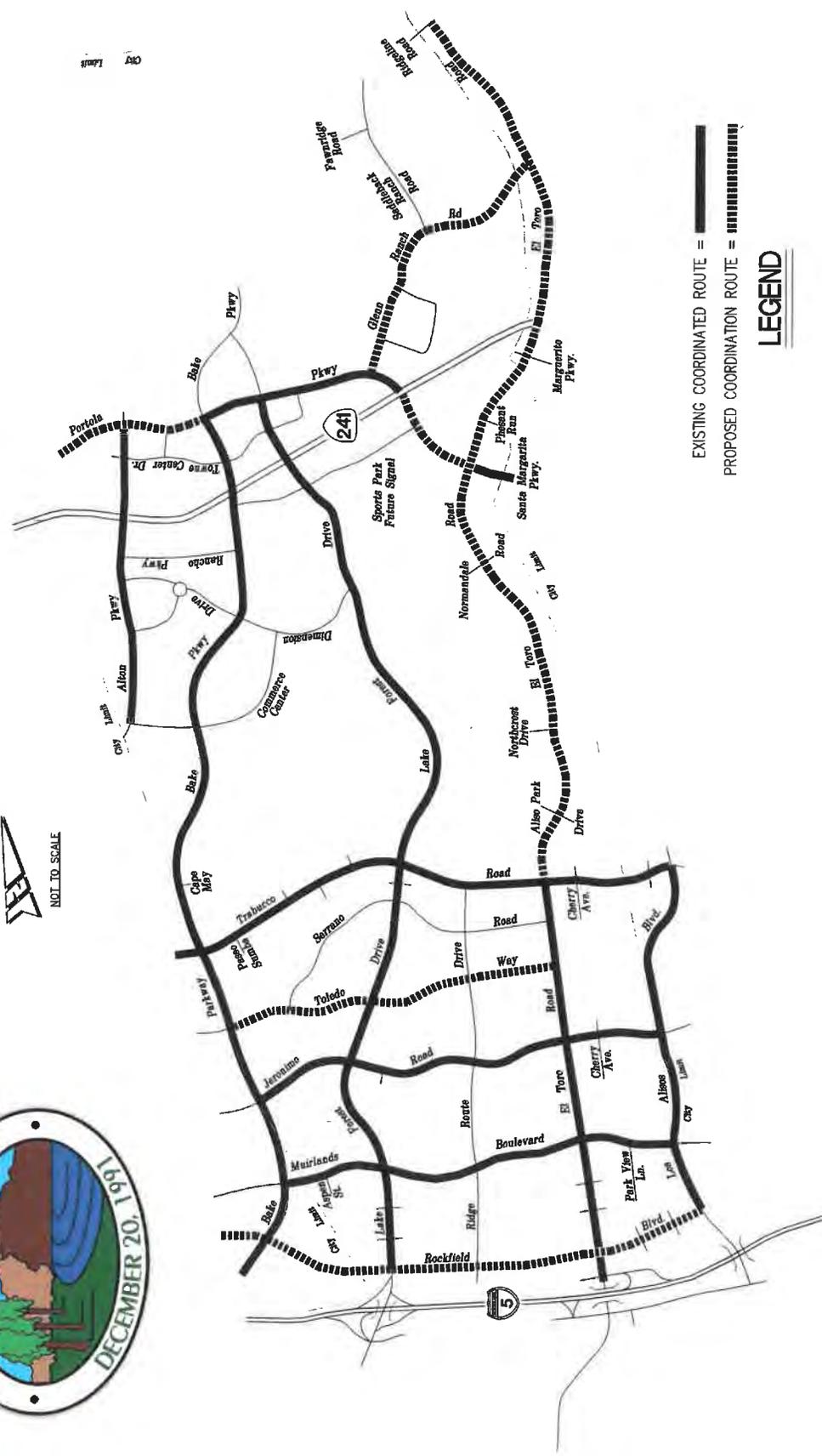
Thomas E. Wheeler, P.E., Director of Public Works/City Engineer
 Printed Name, Title



NOT TO SCALE

City Limits

City Limits



EXISTING COORDINATED ROUTE = 
 PROPOSED COORDINATION ROUTE = 

LEGEND

LOCAL SIGNAL SYNCHRONIZATION MAP 2020



June 30, 2020

Orange County Transportation Authority (OCTA)
Regional Modeling and Traffic Operation Planning Division
P.O. Box 14184
Orange, CA 92863-1584

**SUBJECT: LOCAL SIGNAL SYNCHRONIZATION PLAN SUBMITTAL AS PART OF
THE MEASURE M2 ELIGIBILITY PROCESS**

Dear Mr. Tan:

The City of Los Alamitos is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plan."

The City of Los Alamitos looking forward to continuing the implementation of the beneficial programs, and construction projects required and made possible by Measure M2.

Should you have any additional questions or concerns, please feel free to contact me at (562) 368-4893.

Sincerely,

CITY OF LOS ALAMITOS

Farhad Iranitalab, P.E., T.E.
City Traffic Engineer

Enclosure: 1. Local Signal Synchronization Plan Consistency Review Checklist
2. Local Signal Synchronization Plan.

Update to Local Signal Synchronization Plan - 2020

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLISTThe Local Agency Name: CITY OF LOS ALAMITOS Plan Date: June 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

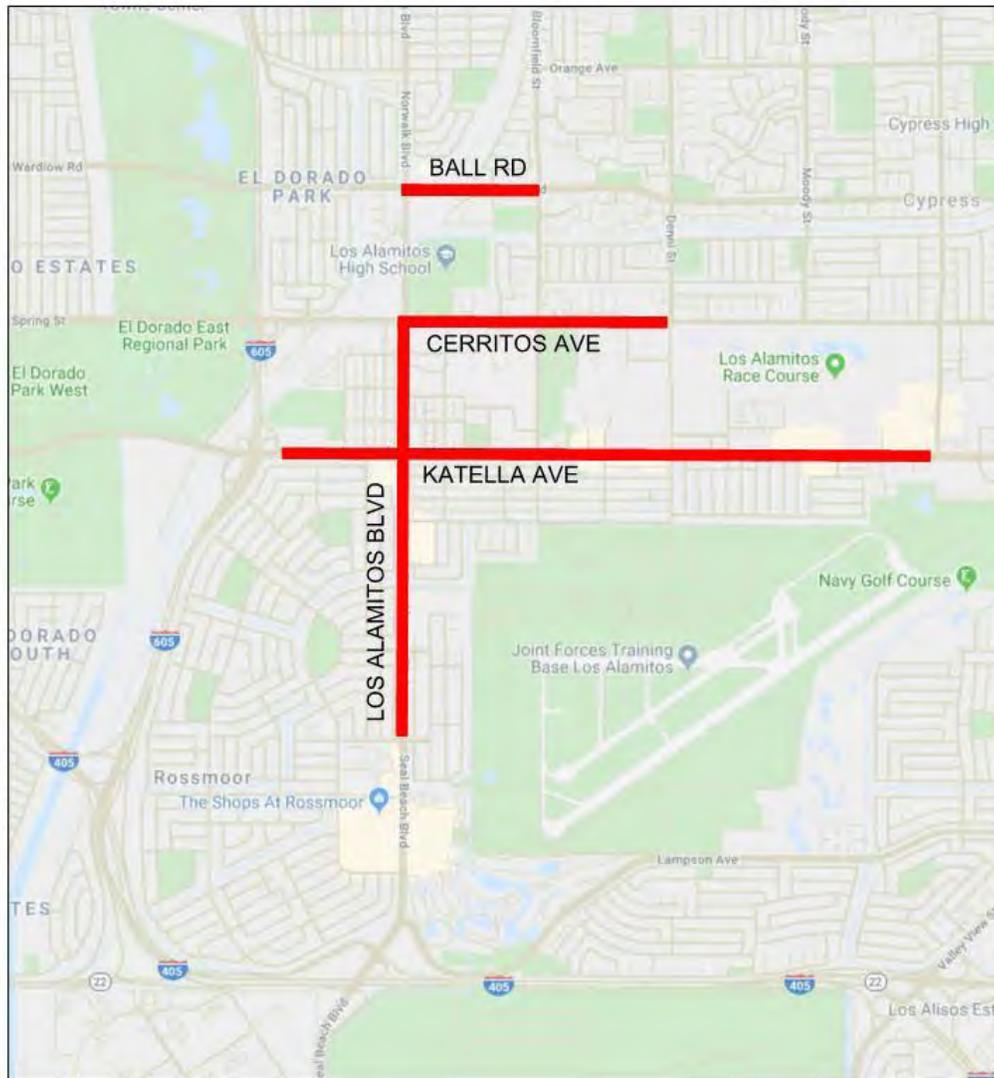
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the City of Los Alamitos are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-7	Provided
3) Traffic signal inventory for all traffic Signal synchronization street routes.	8-9	Provided
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.	10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14-17	Provided

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


Farhad Iranitalab, City Traffic Engineer
City of Los Alamitos6/10/2020
Date

Printed Name, Title, & Local Agency

CITY OF LOS ALAMITOS 2019 TRAFFIC SIGNAL SYNCHRONIZATION MAP



LEGEND

 EXISTING COORDINATION ROUTE



NOT TO SCALE



City of Mission Viejo

PUBLIC WORKS DEPARTMENT

Brian Goodell
Mayor

Patricia Kelley
Mayor Pro Tem

Ed Sachs
Council Member

Greg Rath
Council Member

Wendy Bucknum
Council Member

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Mission Viejo is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. Resolution 20-21 demonstrating that the Local Signal Synchronization Plan has been updated for 2020 by the City Council before June 30, 2020.
2. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
3. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call 949-470-3068

Sincerely,

Philip Nitollama

Enclosures

- A. Measure M2 Local Signal Synchronization Plan Resolution No. 20-21
- B. Local Signal Synchronization Plan Consistency Review Checklist
- C. Local Signal Synchronization Plan

\\ARIES\Data\PW\WP\Philip\Traffic Signal Synchronization\Local Signal Synchronization Plan Update 2017\Staff Report 4.10.17\Attachment 2 - Mission Viejo LSSP 2017 Update on City Letterhead 6.30.17_FINAL.docx



LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Mission Viejo Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	1-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	7-15	Provided
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.	16-19	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	20-28	Provided

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



Signature

June 30, 2020

Date

Philip Nitollama, Traffic Engineer, City of Mission Viejo
Printed Name, Title, & Local Agency



CITY OF NEWPORT BEACH

100 Civic Center Drive
Newport Beach, California 92660
newportbeachca.gov

June 29, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Newport Beach is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 inclusive and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects made possible by Measure M2.

If you have any questions, please call me at (949) 644-3336.

Sincerely,

Eric Loke, P.E., T.E.
Senior Civil Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Newport Beach

Plan Date: 05/27/2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	4	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	8-11	Provided
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.	13-15	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	17-18	Provided

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



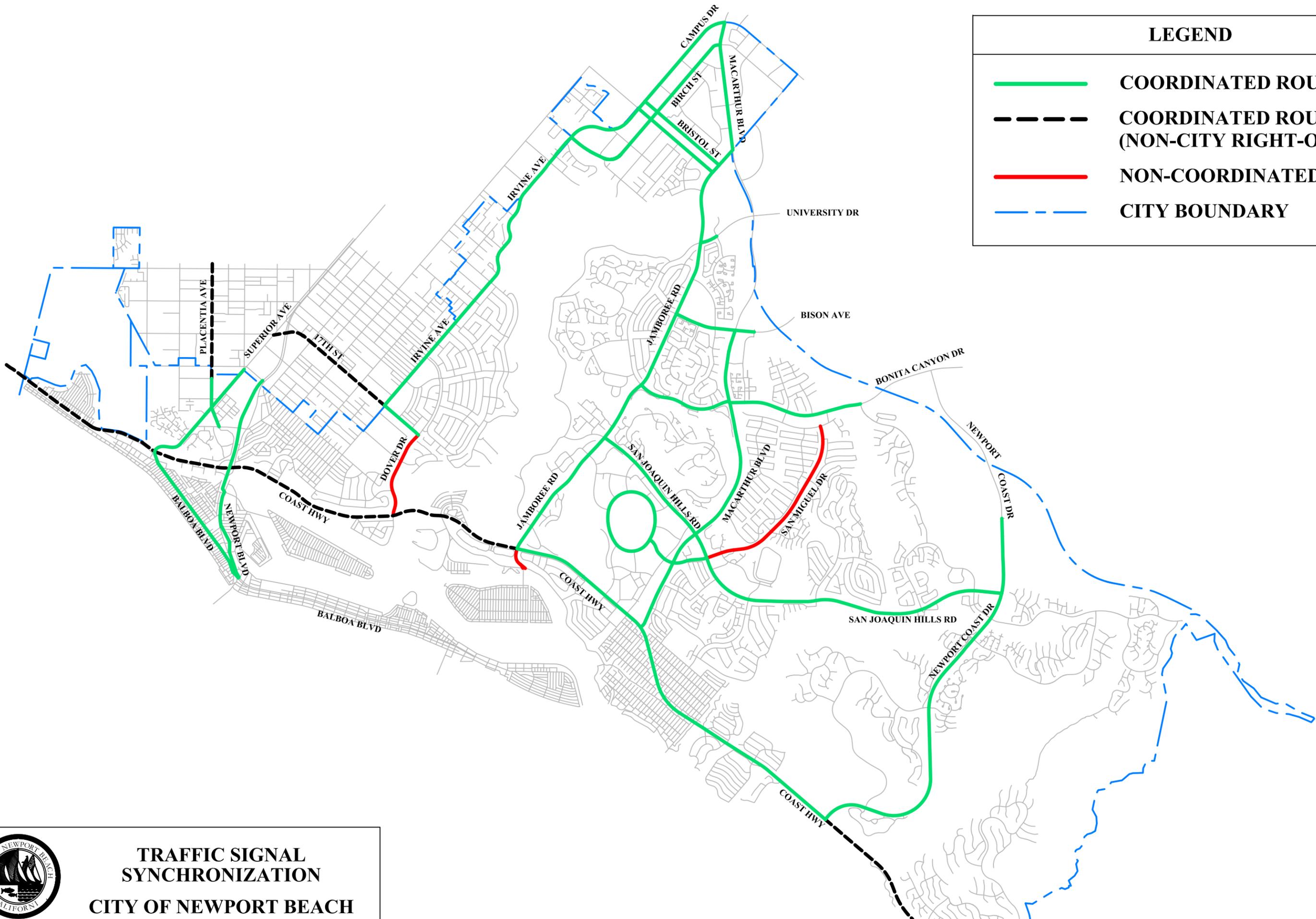
 Signature

5-27-2020

 Date

David Webb, Public Works Director, City of Newport Beach

 Printed Name, Title, & Local Agency



LEGEND	
	COORDINATED ROUTE
	COORDINATED ROUTE (NON-CITY RIGHT-OF-WAY)
	NON-COORDINATED ROUTE
	CITY BOUNDARY



**TRAFFIC SIGNAL
SYNCHRONIZATION
CITY OF NEWPORT BEACH**





CITY OF ORANGE

PUBLIC WORKS DEPARTMENTwww.cityoforange.org

ENGINEERING DIVISION
(714) 744-5544
FAX: (714) 744-5573

MAINTENANCE DIVISION
(714) 532-6480
FAX: (714) 532-6444

TRAFFIC DIVISION
(714) 744-5540
FAX: (714) 744-5573

WATER DIVISION
(714) 288-2475
FAX: (714) 744-2973

June 30, 2020

Orange County Transportation Authority
ATTN: Anup Kulkarni
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Kulkarni:

The City of Orange is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please contact me at (714) 744-5534 or via email at ltay@cityoforange.org.

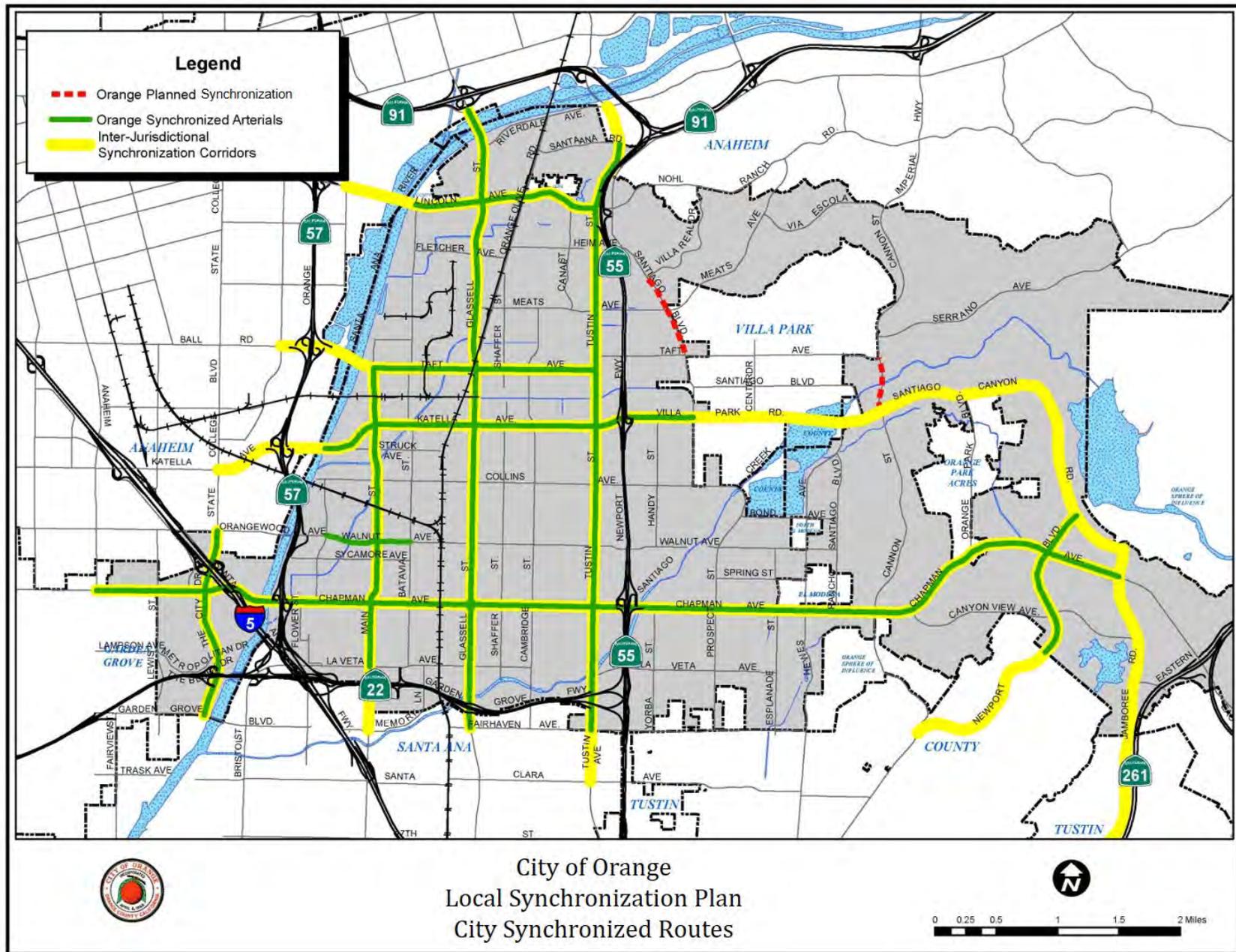
Sincerely,

Larry S. Tay, PE, TE, PTOE
City Traffic Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

Orange 2020 LSSP Update Cover Letter.docx



The People are the City



Mayor
WARD L. SMITH
Mayor Pro Tem
JEREMY B. YAMAGUCHI
Councilmembers:
CRAIG S. GREEN
RHONDA SHADER
CHAD P. WANKE

City Clerk:
ROBERT S. MCKINNELL
City Treasurer
KEVIN A. LARSON
City Administrator
DAMIEN R. ARRULA

401 East Chapman Avenue – Placentia, California 92870

May 4, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

SUBJECT: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Placentia is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2

If you have any questions, please call me at 714-993-8121

Sincerely,

Paul Martin
Transportation Manager

Attachment:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

cc: Luis Estevez, Acting Deputy City Administrator

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Placentia

Plan Date: May 4, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	Pages: 2-3	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages: 4-5	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	Pages: 6-8	Provided
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.	Pages: 9-12	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages: 13-17	Provided

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



Signature

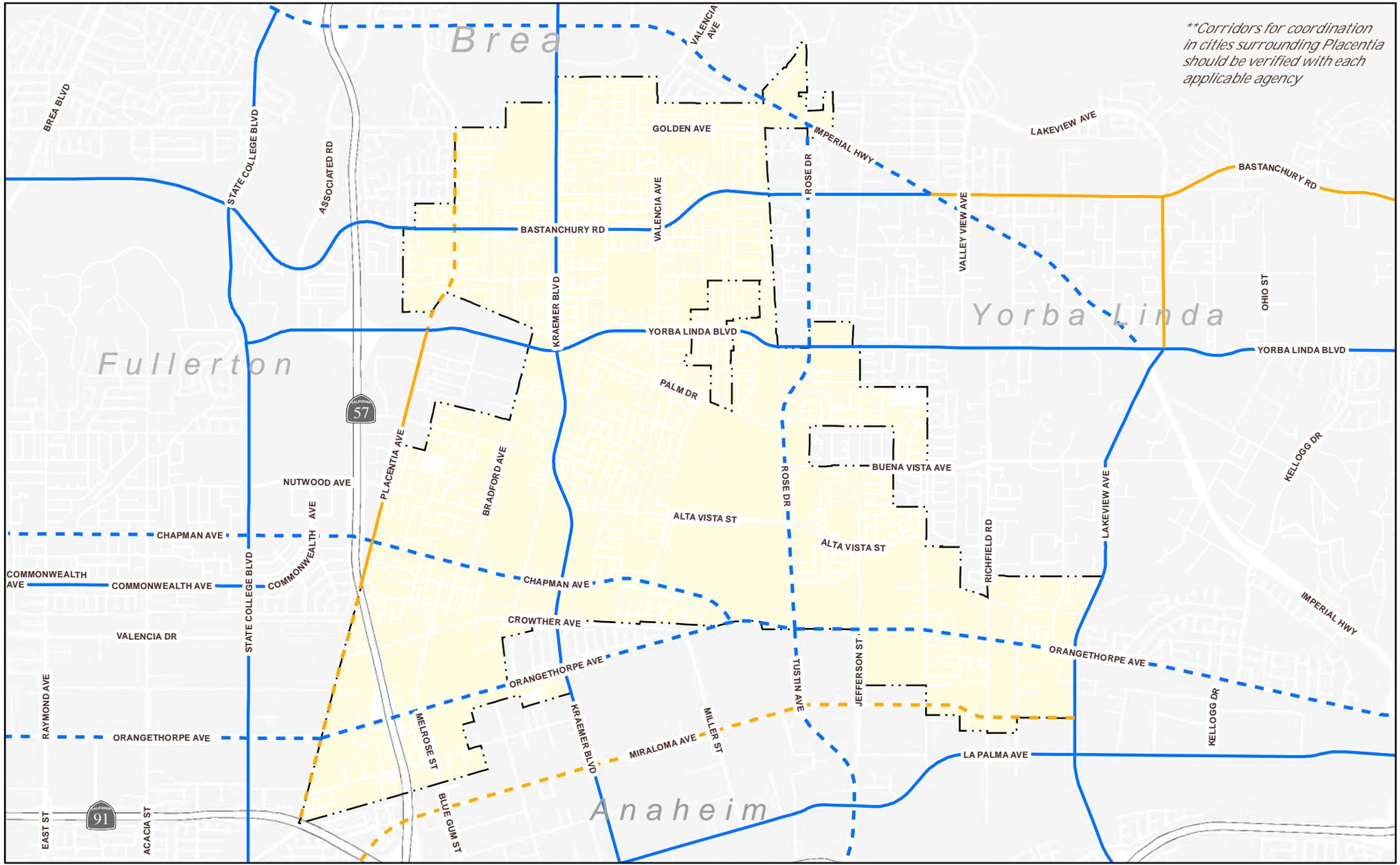
May, 4, 2020

Date

Paul Martin, Transportation Manager, City of Placentia

Printed Name, Title, & Local Agency

City of Placentia Synchronization Network- June 2020



***Corridors for coordination in cities surrounding Placentia should be verified with each applicable agency*



Network Type/Status

- Local City Synchronization Corridors (Coordinated Roadways)
- Local City Synchronization Corridors (Future Coordinated Roadways)
- OCTA Regional Synchronization Corridors (Coordinated Roadways)
- OCTA Regional Synchronization Corridors (Future Coordinated Roadways)
- City of Placentia



CITY OF RANCHO SANTA MARGARITA

22112 El Paseo • Rancho Santa Margarita • California 92688-2824
949.635.1800 • fax 949.635.1840 • www.cityofrsm.org

June 10, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations Planning Division
P.O. Box 14184 Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Archie Tan,

The City of Rancho Santa Margarita is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please call Mr. Jose Alire (Associate Traffic Coordinator) at (949) 635.1800 x 6508.


Sincerely,

Brendan Dugan, P.E.
Public Works Director/ City Engineer

Enclosure:

1. LSSP Consistency Review Checklist
2. LSSP for FY 2020/2021 – 2022/2023

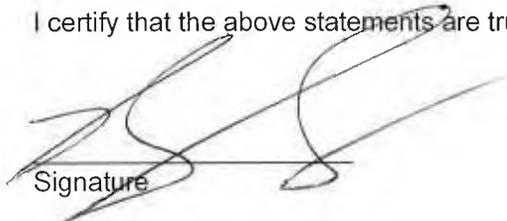
LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Rancho Santa Margarita

Plan Date: June 10, 2020

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.	Pages 1 - 3	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 4 - 6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages 7 - 8	Provided
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.	Pages 9-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 14 -18	Provided

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



Signature

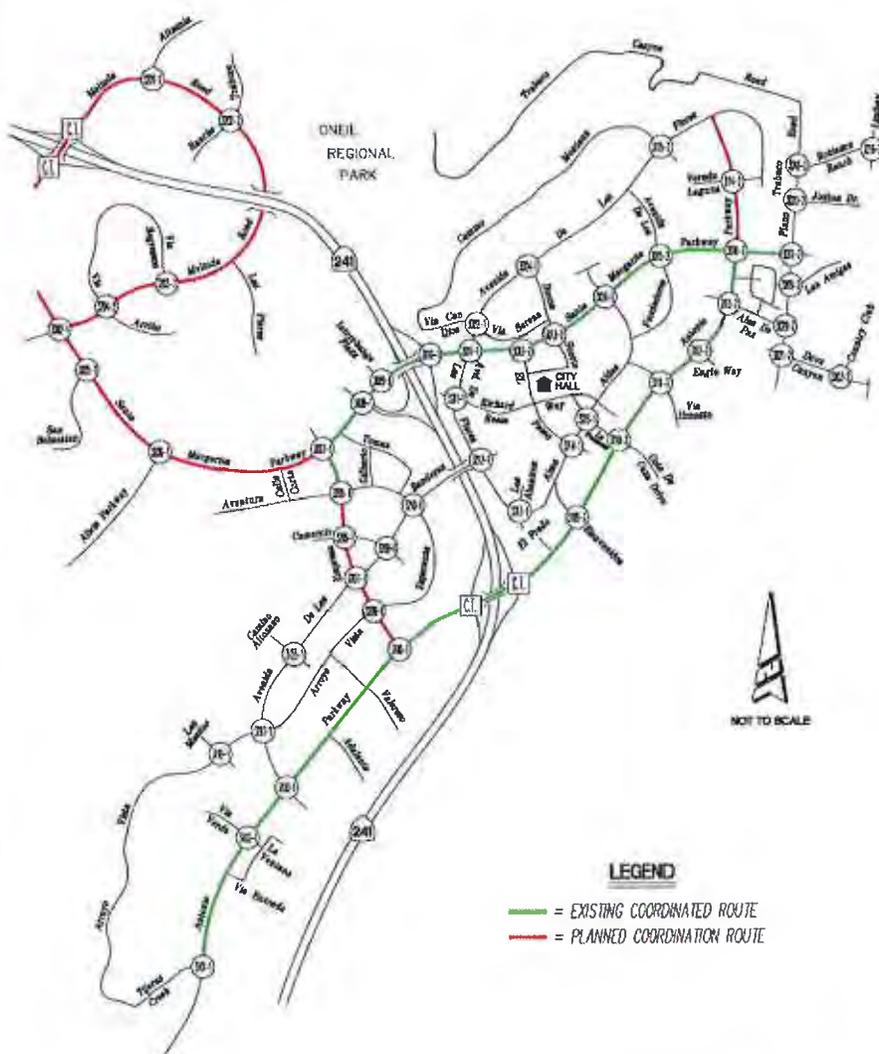
5-21-2020
Date

Brendan Dugan, Public Works Director/ City Engineer,
City of Rancho Santa Margarita

EXHIBIT A



ENGINEERING DIVISION
LOCAL SIGNAL SYNCHRONIZATION PLAN
2020



LEGEND

- = EXISTING COORDINATED ROUTE
- = PLANNED COORDINATION ROUTE



City of San Clemente Engineering

Ziad Mazboudi, Deputy Public Works Director
Phone: (949) 361-6127 Fax: (949) 361-8316
mazboudiz@san-clemente.org

June 1, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

**Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2
Eligibility Process**

Dear Mr. Tan:

The City of San Clemente is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please contact Nestor Mangohig, Senior Civil Engineer at 949-361-6114 or MangohigN@san-clemente.org.

Sincerely,

Ziad Mazboudi
Deputy Public Works Director

Enclosures: Local Signal Synchronization Plan Consistency Review Checklist
San Clemente Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of San Clemente

Plan Date: 6/1/2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation. 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.	Pages 1 -3	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 5	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	Pages 7-9	Provided
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.	Pages 11-13	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 15-19	Provided

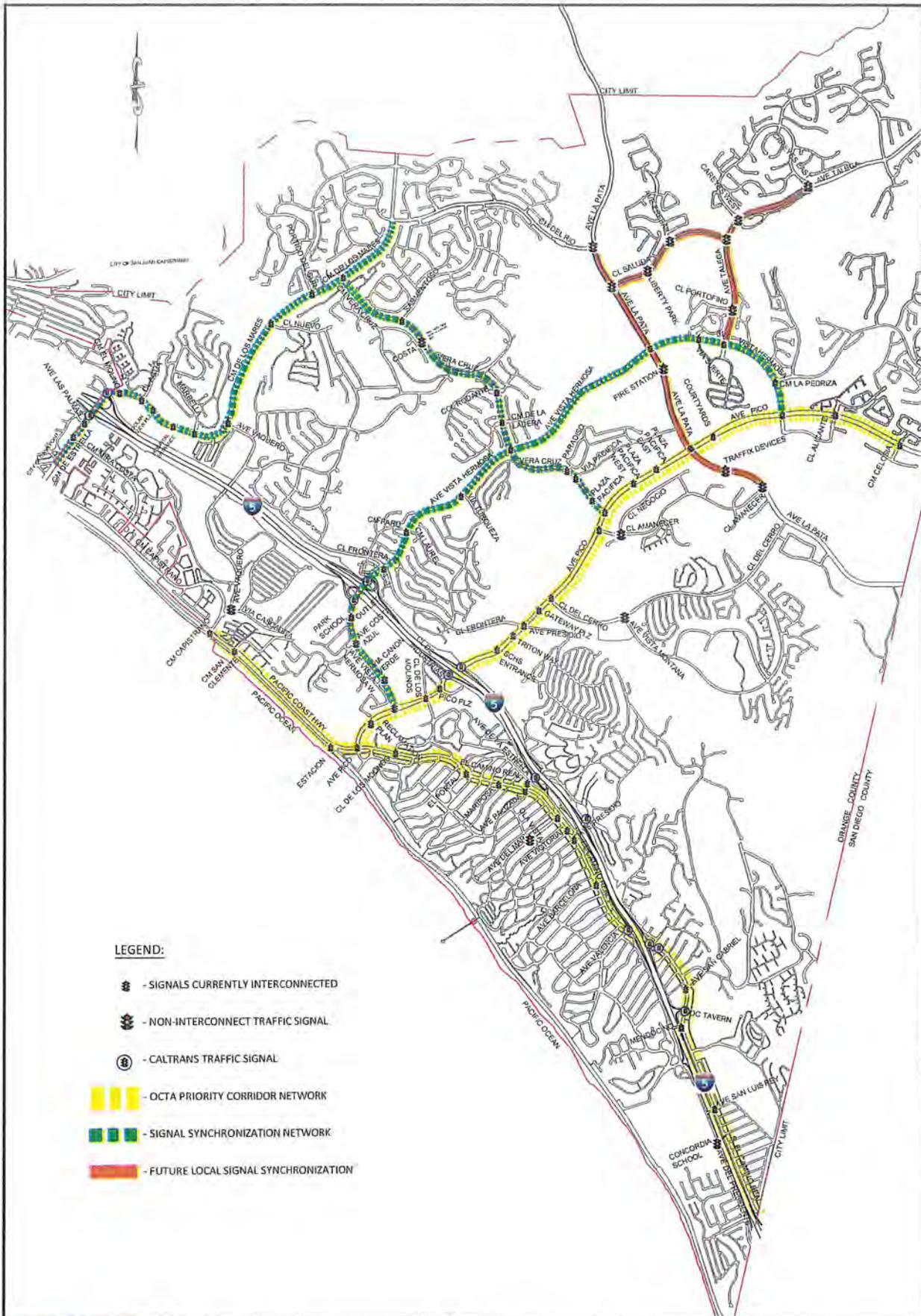
I certify that the above statements are true to the best of my knowledge.



 Signature

5/28/20
 Date

Ziad Mazboudi
 Deputy Public Works Director
 City of San Clemente



LEGEND:

-  - SIGNALS CURRENTLY INTERCONNECTED
-  - NON-INTERCONNECT TRAFFIC SIGNAL
-  - CALTRANS TRAFFIC SIGNAL
-  - OCTA PRIORITY CORRIDOR NETWORK
-  - SIGNAL SYNCHRONIZATION NETWORK
-  - FUTURE LOCAL SIGNAL SYNCHRONIZATION



CITY OF SAN CLEMENTE
 910 CALLE NEGOCIO, SUITE 100
 SAN CLEMENTE, CA 92673
 TEL: (949) 361-6100
 FAX: (949) 361-8316

2020 LSSP UPDATE

**TRAFFIC SIGNAL SYNCHRONIZATION
 STREET ROUTES**

g:\graphics_cd\autocad engr drawings\traffic\traffic base maps\dwg\citywide traffic signals.dwg



June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of San Juan Capistrano is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/2023 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of San Juan Capistrano looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (949) 443-6351.

Sincerely,

George Alvarez, P.E.
Project Manager

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF SAN JUAN CAPISTRANO Plan Date: JUNE 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including the completed consistency review checklist 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.	PAGES 2-5	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 6-8	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 9-11	Provided
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.	PAGES 12-15	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 16-20	Provided

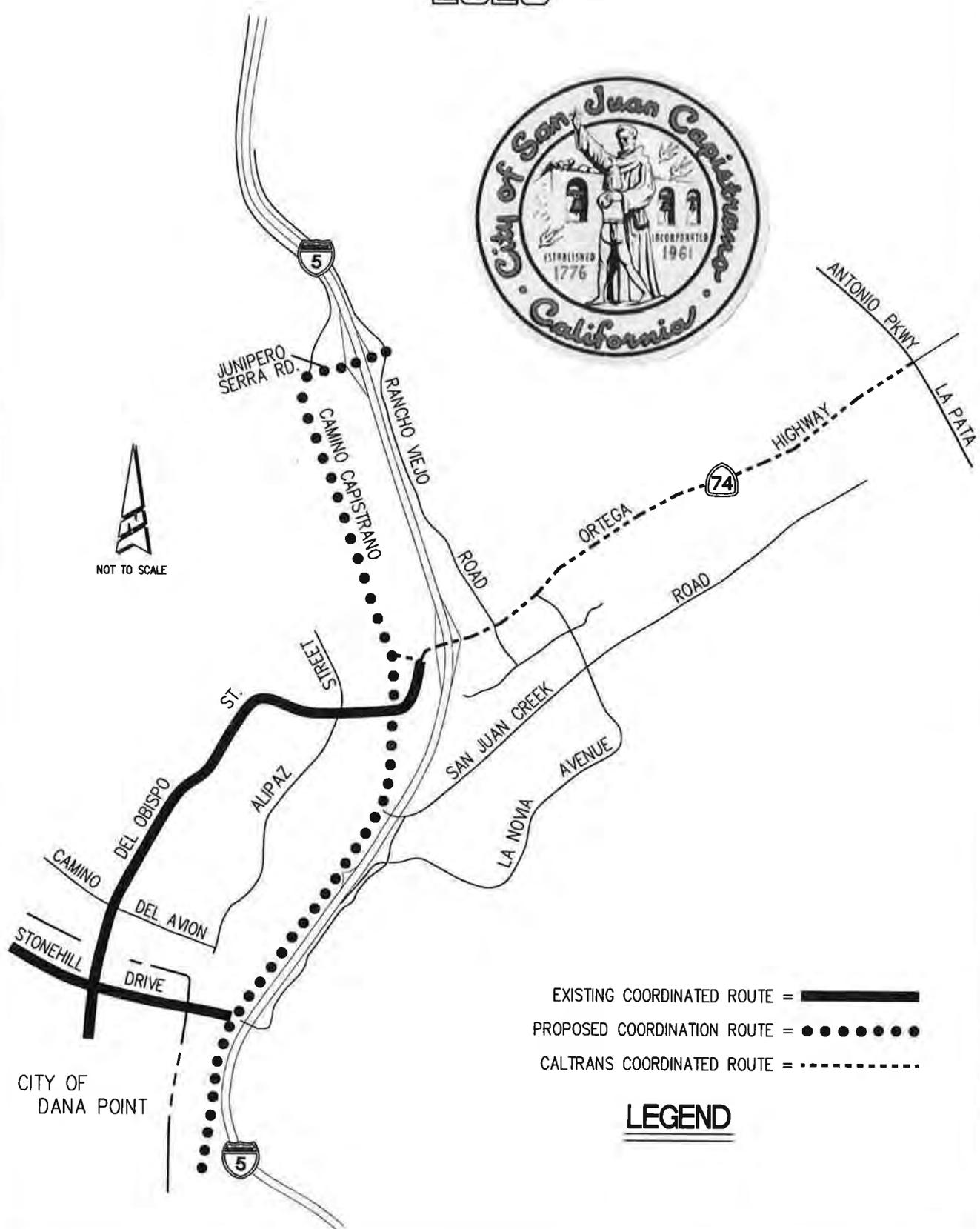
I certify that the above statements are true to the best of my knowledge.

George Alvarez
Signature

5-20-2020
Date

George Alvarez, P.E., Project Manager
Printed Name, Title

CITY OF SAN JUAN CAPISTRANO LOCAL SIGNAL SYNCHRONIZATION 2020



- EXISTING COORDINATED ROUTE = **—————**
- PROPOSED COORDINATION ROUTE = **●●●●●●●●**
- CALTRANS COORDINATED ROUTE = **- - - - -**

LEGEND

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Juan Villegas
COUNCILMEMBERS
Phil Bacerra
Nelida Mendoza
David Penalzoa
Vicente Sarmiento
Jose Solorio



CITY MANAGER
Kristine Ridge
CITY ATTORNEY
Sonia R. Carvalho
CLERK OF THE COUNCIL
Daisy Gomez

CITY OF SANTA ANA

PUBLIC WORKS AGENCY
20 Civic Center Plaza • P.O. Box 1988
Santa Ana, California 92702
www.santa-ana.org

June 25, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

SUBJECT: LOCAL SIGNAL SYNCHRONIZATION PLAN SUBMITTAL AS PART OF THE MEASURE M2 ELIGIBILITY PROCESS

Dear Mr. Tan:

The City of Santa Ana is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call Cesar Rodriguez (714) 647-5626.

Sincerely,

Taig Higgins
Transportation/Development Manager

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

SANTA ANA CITY COUNCIL

Miguel A. Pulido
Mayor
mpulido@santa-ana.org

Juan Villegas
Mayor Pro Tem, Ward 5
villegas@santa-ana.org

Vicente Sarmiento
Ward 1
vsarmiento@santa-ana.org

David Penalzoa
Ward 2
dpenalzoa@santa-ana.org

Jose Solorio
Ward 3
jsolorio@santa-ana.org

Phil Bacerra
Ward 4
pbacerra@santa-ana.org

Nelida Mendoza
Ward 6
nmendoza@santa-ana.org

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Santa Ana

Plan Date: June 30, 2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	2-4	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	4-6	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	7-15	Yes
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.	16-19	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	20-25	Yes

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

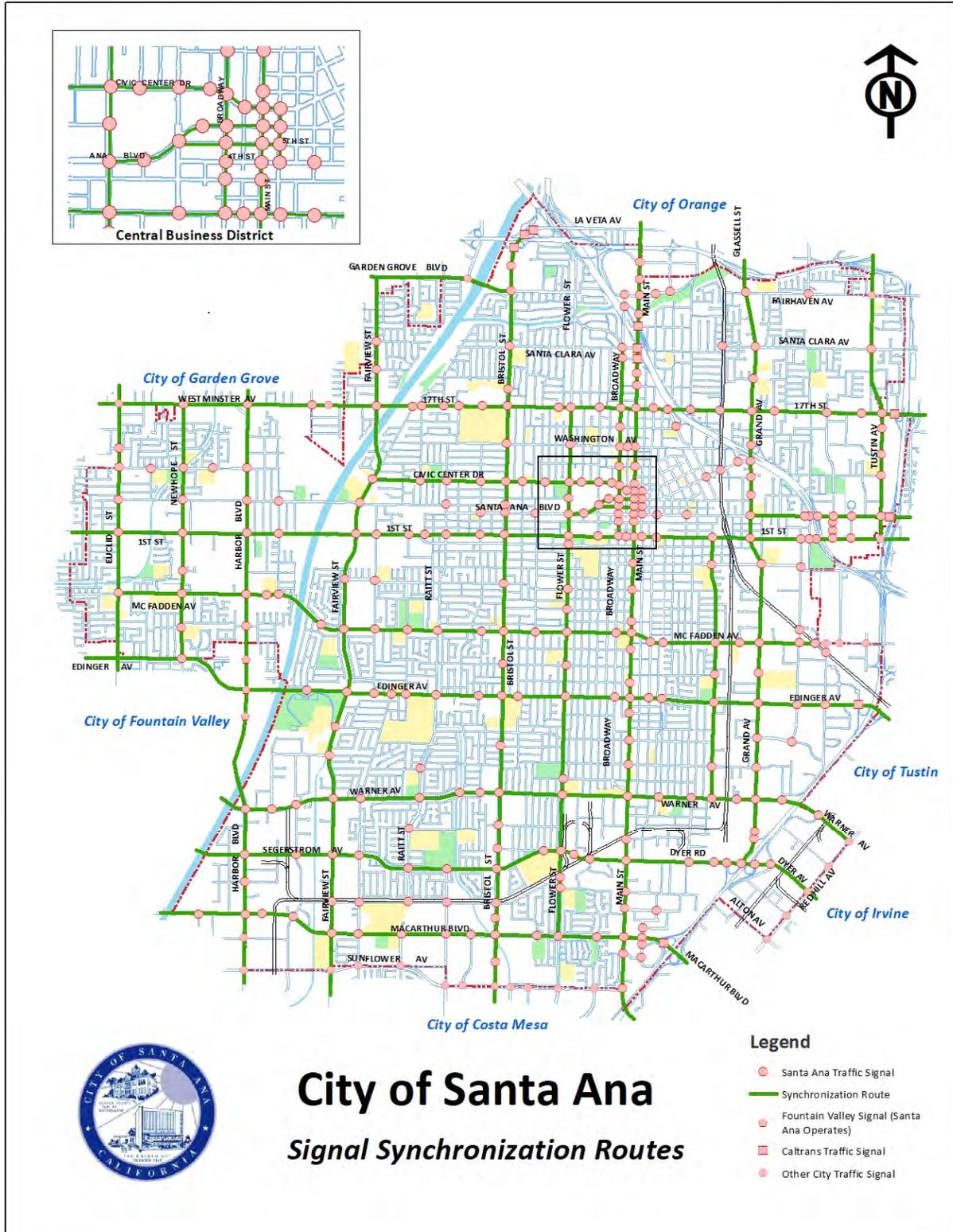
Signature 

Date 6/25/2020

Cesar Rodriguez, Senior Civil Engineer – City of Santa Ana, PWA
Printed Name, Title



Figure 1- Traffic Signal Synchronization Routes



City of Seal Beach



CITY HALL, 211 EIGHTH STREET
SEAL BEACH, CALIFORNIA 90740
(562) 431-2527 • www.sealbeachca.gov

April 14, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2
Eligibility Process

Dear Mr. Tan:

The City of Seal Beach is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please call (562) 431-2527 Ext. 1322

Sincerely,

Iris Lee, P.E., T.E.
Deputy Director/City Engineer, City of Seal Beach

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

C. LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Seal Beach

Plan Date: 4/14/2020

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation.

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.	1	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	5	Yes
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.	7	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	11	Yes

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


Signature

4/14/2020
Date

Iris Lee, P.E., T.E., Deputy Director/City Engineer, City of Seal Beach
Printed Name, Title, & Local Agency

City of Seal Beach

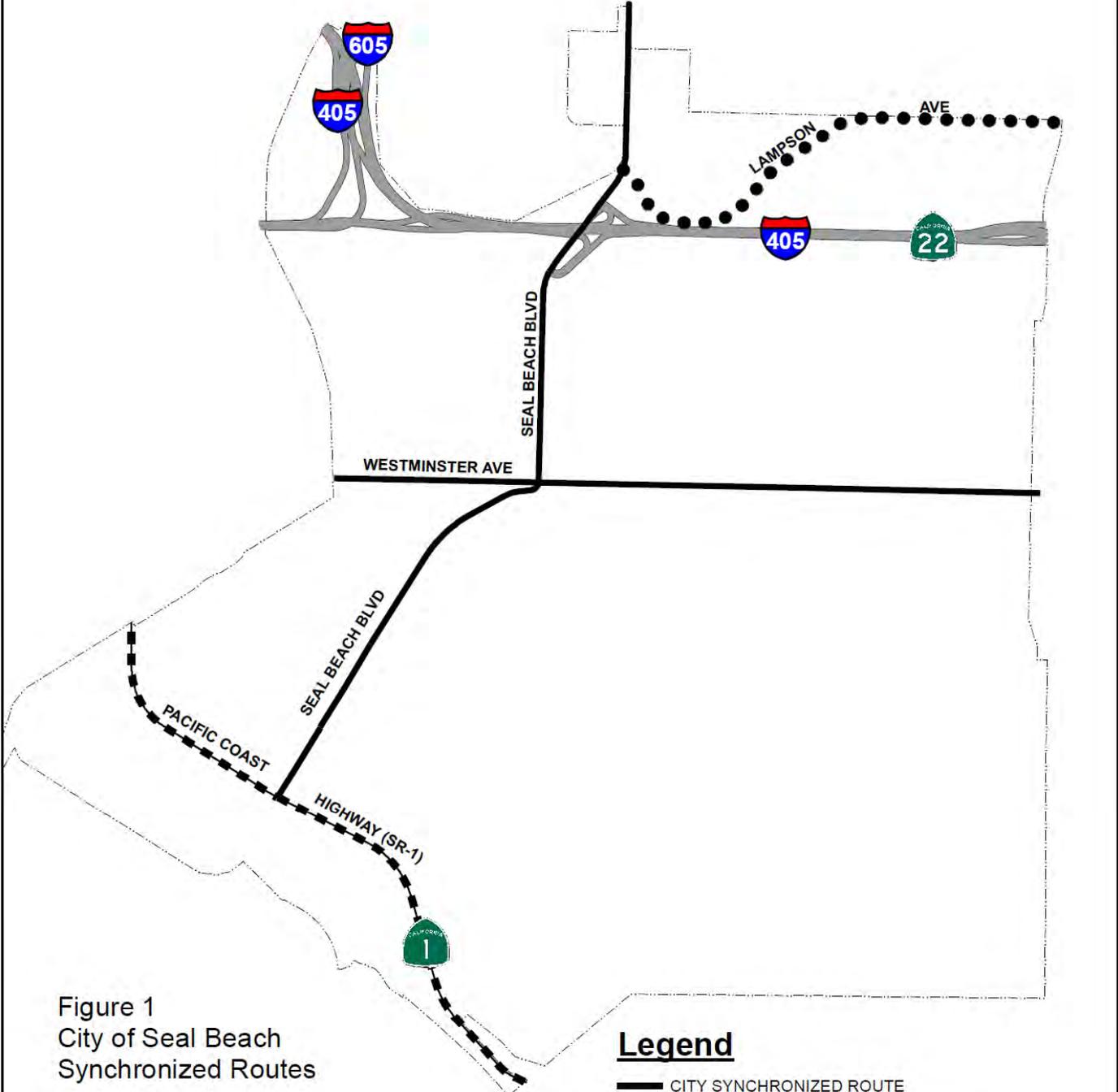


Figure 1
City of Seal Beach
Synchronized Routes

Legend

- CITY SYNCHRONIZED ROUTE
- - - CALTRANS SYNCHRONIZED ROUTE
- ● ● FUTURE CITY SYNCHRONIZED ROUTE





June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Stanton is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Stanton looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (714) 890-4203.

Sincerely,

A handwritten signature in black ink, appearing to read "Allan Rigg".

Allan Rigg, PE, AICP
Public Works Director/City Engineer



Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF STANTON Plan Date: JUNE 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including the completed consistency review checklist 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.	Pages 2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 5-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages 8-9	Provided
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.	Pages 10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 14-18	Provided

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

Signature

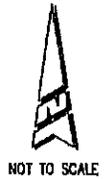
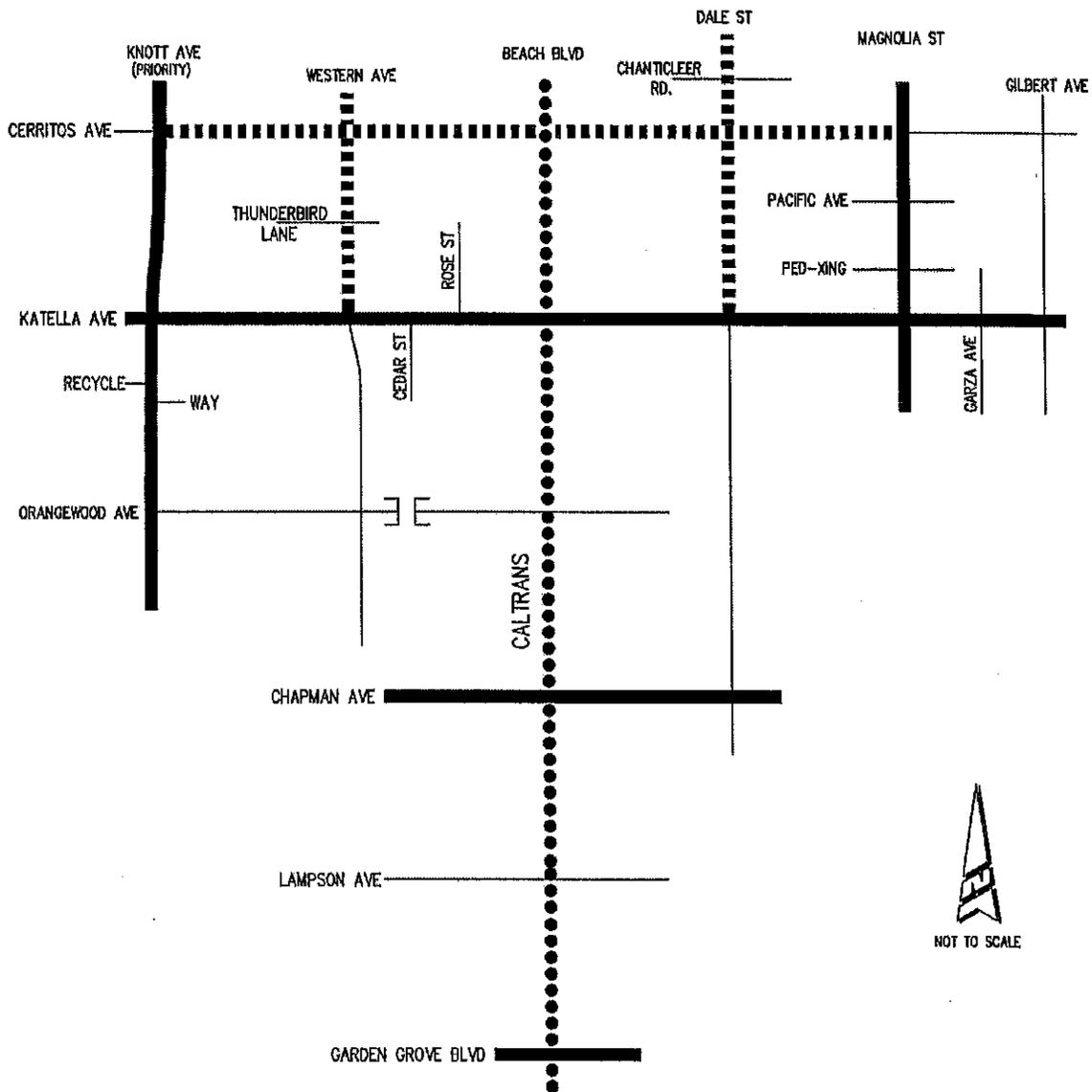
6/14/20

Date

Allan Rigg, PE, AICP, Public Works Director/City Engineer
Printed Name, Title

Stanton

CITY OF STANTON LOCAL SIGNAL SYNCHRONIZATION PLAN 2020



- EXISTING COORDINATED ROUTE =
- PROPOSED COORDINATION ROUTE =
- CALTRANS COORDINATED ROUTE =

LEGEND



June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Tustin is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan; and
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23, including all required elements identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Tustin looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions or comments, please do not hesitate to contact me at (714) 573-3172.

Sincerely,

Krys Saldivar

Krys Saldivar
Public Works Manager-Traffic/Transportation

Enclosures: A. Local Signal Synchronization Plan Consistency Review Checklist
B. Local Signal Synchronization Plan

Copy: Douglas S. Stack, Director of Public Works/City Engineer
Ken Nishikawa, Deputy Director of Public Works/Engineering
Doug Anderson, Traffic Consultant



LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: CITY OF TUSTIN

Plan Date: JUNE 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including the completed consistency review checklist 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.	Pages 1-2	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 3-5	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages 6-11	Provided
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.	Pages 12-15	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 16-20	Provided

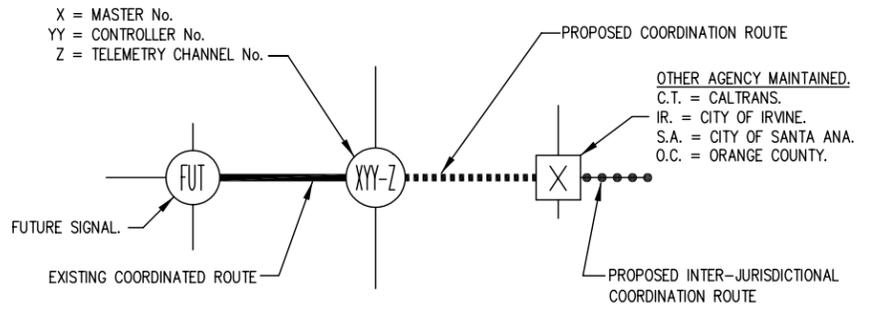
I certify that the above statements are true to the best of my knowledge.

Douglas S. Stack
Signature

06/04/20

Date

Douglas S. Stack, P.E., Director of Public Works/City Engineer
Printed Name, Title



LEGEND

LOCAL SIGNAL SYNCHRONIZATION PLAN 2020



City of Villa Park

17855 Santiago Boulevard, Villa Park, California 92861-4187
(714) 998-1500 • Fax: (714) 998-1508

www.villapark.org

June 24, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Villa Park is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please feel free to call me at (714) 998-1500.

Sincerely,

M. Akram Hindiyeh
City Engineer / City Traffic Engineer

Enclosures

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

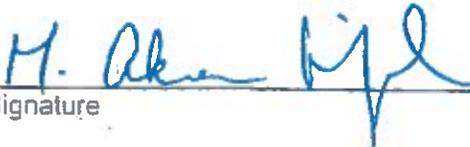
The Local Agency Name: City of Villa Park Plan Date: May 21, 2020

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

Complete the table below:

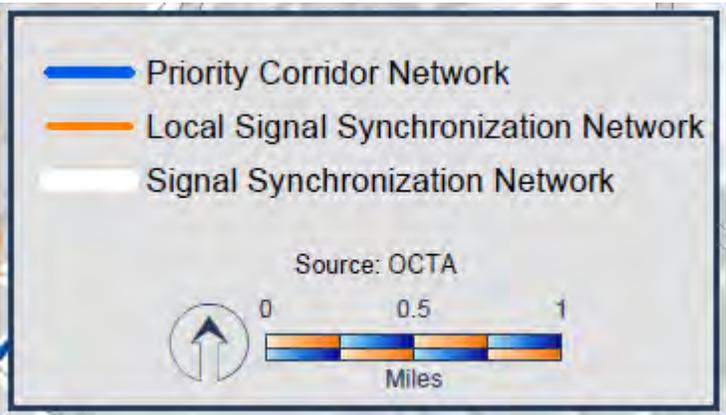
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	2	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	4	Provided
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.	5-7	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	8-9	Provided

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


Signature

6-24-2020
Date

M Akram Hindiyeh
City Engineer City Traffic Engineer
City of Villa Park





City of Westminster

8200 Westminster Boulevard, Westminster, CA 92683 714.898.3311
www.westminster-ca.gov

June 30, 2020

Orange County Transportation Authority
ATTN: Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

TRI TA
Mayor

KIMBERLY HO
Vice Mayor

SERGIO CONTRERAS
Council Member

TAI DO
Council Member

CHI CHARLIE NGUYEN
Council Member

SHERRY JOHNSON
Interim City Manager

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Westminster is pleased to submit its Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/21 to 2022/23 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2.

If you have any questions, please contact me at (714) 548-3462.

Sincerely,

Adolfo Ozaeta, P.E., T.E.
City Traffic Engineer

Enclosures

- A. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Westminster Plan Date: 6-30-20

Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review 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.	1 – 5	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6 – 8	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	9 – 15	Provided
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.	16 – 19	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	20 - 24	Provided

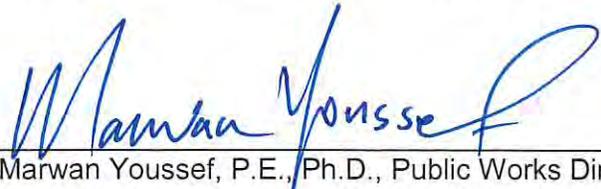
I certify that the above statements are true to the best of my knowledge.



 Adolfo Ozaeta, P.E., T.E., City Traffic Engineer

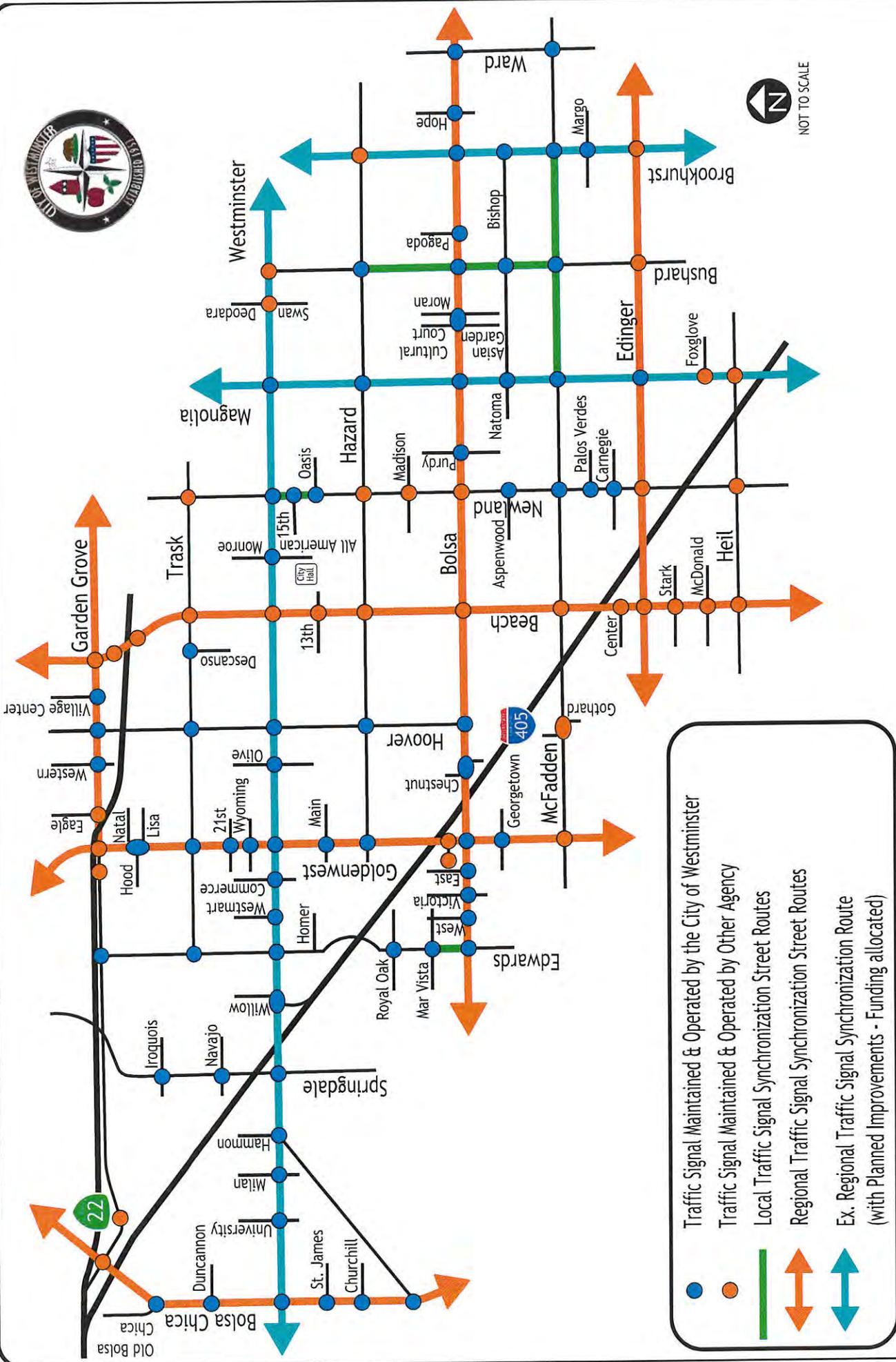
6-30-20
 Date

I approve the submittal of the Local Signal Synchronization Plan.



 Marwan Youssef, P.E., Ph.D., Public Works Director/City Engineer

6-30-20
 Date



- Traffic Signal Maintained & Operated by the City of Westminster
- Traffic Signal Maintained & Operated by Other Agency
- Local Traffic Signal Synchronization Street Routes
- ↔ Regional Traffic Signal Synchronization Street Routes
- ↔ Ex-Regional Traffic Signal Synchronization Route
(with Planned Improvements - Funding allocated)

PREPARED BY: TRAFFIC ENGINEERING DIVISION

May 2020

TRAFFIC SIGNAL SYNCHRONIZATION ROUTES

CITY OF WESTMINSTER



June 30, 2020

Orange County Transportation Authority (OCTA)
ATTN: Mr. Archie Tan
Regional Modeling and Traffic Operations
Planning Division
P.O. Box 14184
Orange, CA 92863-1584

Subject: Local Signal Synchronization Plan Submittal as Part of the Measure M2 Eligibility Process

Dear Mr. Tan:

The City of Yorba Linda is pleased to submit its updated Local Signal Synchronization Plan as part of the Measure M2 eligibility process. The submittal includes the following components:

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2020/2021 to 2022/23 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Yorba Linda looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (714) 961-7184.

Sincerely,

Tony L. Wang, PE, TE, PTOE
Traffic Engineering Manager

Enclosures:

- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF YORBA LINDA Plan Date: JUNE 30, 2020

Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

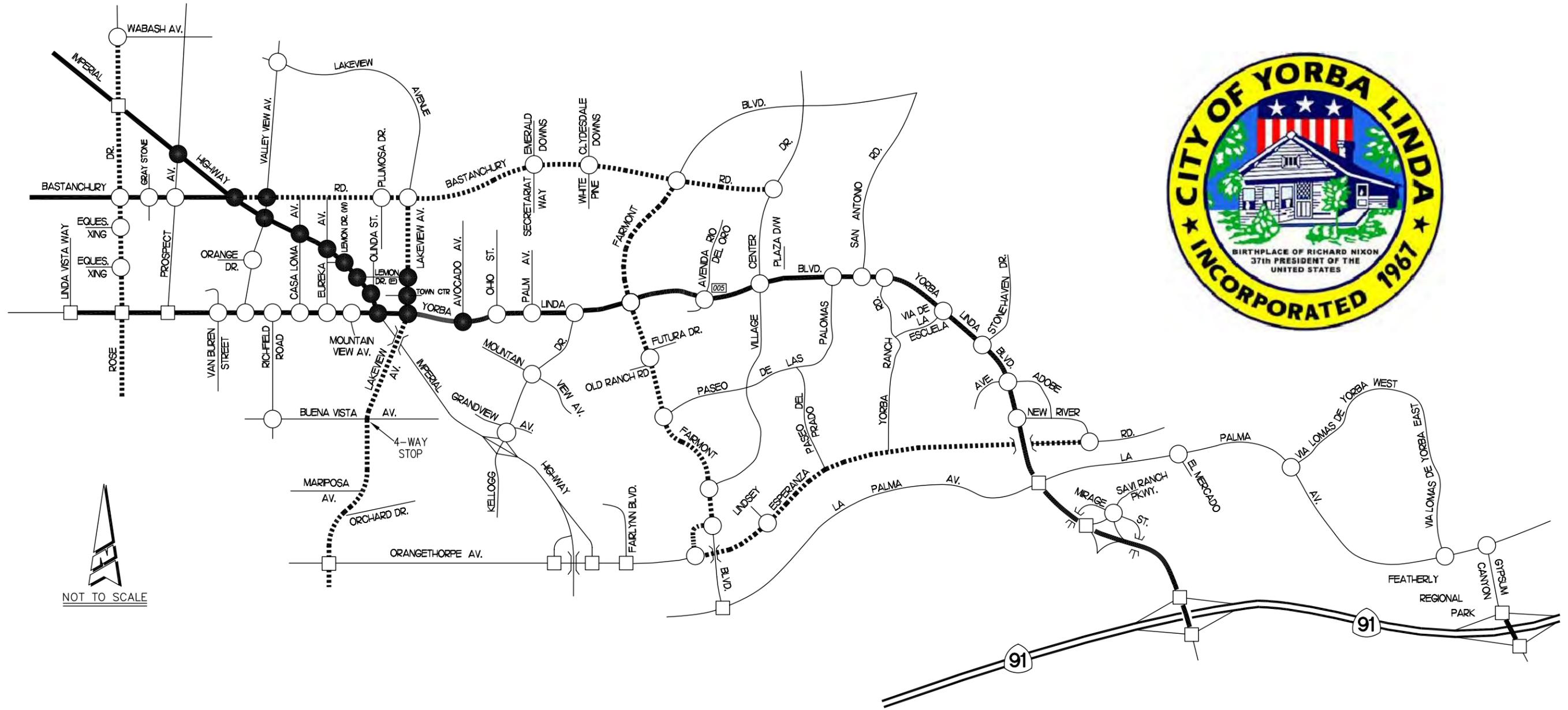
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	PAGES 2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-10	Provided
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.	PAGES 11-14	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 15-19	Provided

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

Tony Wang
Signature

5-22-20
Date

Tony L. Wang, PE, TE, PTOE, Traffic Engineering Manager
Printed Name, Title



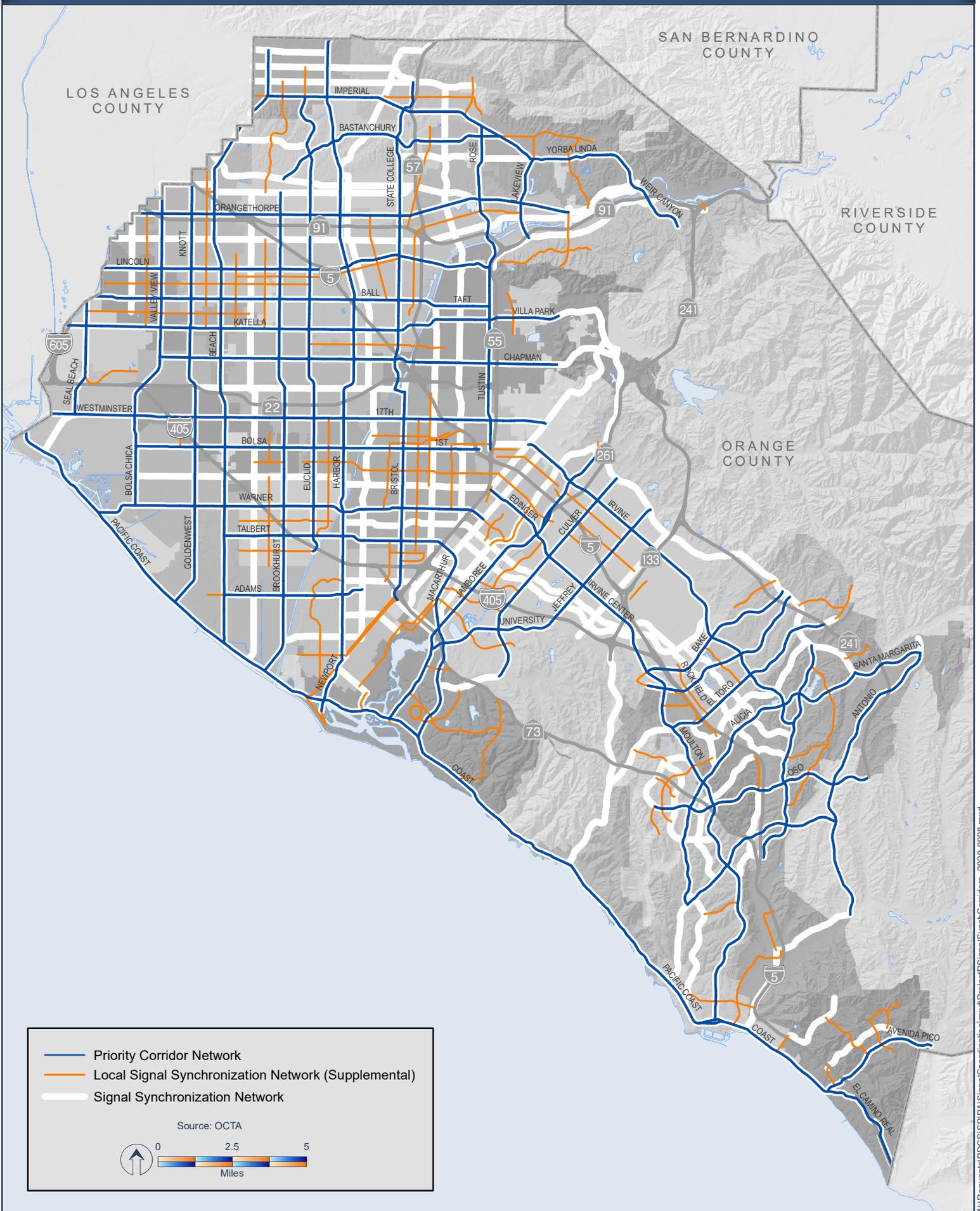
LEGEND

- CITY TRAFFIC SIGNAL = ○
- PROPOSED CENTRACS SYSTEM = ●
- OTHER AGENCY SIGNAL = □
- EXISTING COORDINATED ROUTE = ———
- PROPOSED COORDINATION ROUTE = - - - - -

**LOCAL SIGNAL
SYNCHRONIZATION PLAN
2020**

FY 2020-2021 Project P Signal Synchronization Corridors

Project P Signal Synchronization Corridors



FY 2020-2021 Pavement Management Plan Review Summary

**2020 Measure M2 Eligibility
Summary Table of Pavement Management Plan (PMP) Elements**

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

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

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

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



Harry W. Thomas, OCTA

FY 2020-2021 Pavement Management Plan Certifications



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on January, 2020 for Arterial (MPAH) streets and January, 2020 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2018.
- Percentage (by pavement area) of all sections of pavement needing:
 - Preventative Maintenance:76.4%
 - Rehabilitation: 22.8%
 - Reconstruction: 0.8%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$5.1 million
 - Following biennial period \$5.1 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3.3 million
 - Following biennial period \$3.7 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Shaun Pelletier

Name (Print)

Signed

Director of Public Works

Title

City of Aliso Viejo

Jurisdiction

5/29/2020

Date



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for Arterial (MPAH) streets and one-third of the local streets. Two-third of the local street inventory was updated in April, 2018.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2020.
• Percentage of all sections of pavement needing:
o Preventative Maintenance: 68.1%
o Rehabilitation: 31.4%
o Reconstruction: 0.5%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$47.1 million
o Following biennial period \$6.8 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$6.0 million
o Following biennial period \$6.0 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Nabil S. Henein
Name (Print)
Signed
Director of Public Works /City Engineer
Title

City of Buena Park
Jurisdiction
June 30 / 2020
Date

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2020;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 23.8%;
 - Rehabilitation = 15.1%;
 - Reconstruction = 0.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$11,134,145;
 - following biennial period \$13,000,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$11,134,145;
 - following biennial period \$13,000,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 10);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Baltazar Mejia
Name (Print)


Signed

Interim City Engineer
Title

City of Costa Mesa
Jurisdiction

6/29/2020
Date



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and April 2020 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2020;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 23.9%;
 - Rehabilitation = 11.8%;
 - Reconstruction = 0.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,725,300;
 - Following biennial period \$5,705,900
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$7,900,000;
 - Following biennial period \$6,300,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

TEMO GALVEZ

Name (Print)



Signed

Deputy Director of Public Works/City Engineer

Title

City of Fountain Valley

Jurisdiction

JUNE 23, 2020

Date



2020 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2020

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and April 2020 for portion of the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2020;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 12.9%;
 - Rehabilitation = 30.9%;
 - Reconstruction = 28.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$16,083,700;
 - Following biennial period \$16,070,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$8,105,000;
 - Following biennial period \$8,112,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Meg McWade

Name (Print)

Meg McWade

Signed

Public Works Director

Title

City of Fullerton

Jurisdiction

6-5-2020

Date





I. Pavement Management Plan Certification

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

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

- Inventory of Master Plan of Arterial Highways (MPAH) streets and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for MPAH streets and March, 2020 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2020.
- Percentage (by pavement area) of all sections of pavement needing:
 - Preventative Maintenance: 44.4%
 - Rehabilitation: 49.5%
 - Reconstruction: 6.1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$129.1 million
 - Following biennial period \$45.5 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$10.8 million
 - Following biennial period \$13.3 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The PMP is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

*An electronic copy of the PMP (with MicroPaver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

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

Submitted by:

Dan Candelaria, PE, TE

Name (Print)

Signed

City Engineer

Title

City of Garden Grove

Jurisdiction

Date

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for the Arterial (MPAH) and March 2020 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2020;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 32.7%;
 - Rehabilitation = 20.2%;
 - Reconstruction = 4.9%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$15,600,000;
 - following biennial period \$16,036,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$15,600,000;
 - following biennial period \$17,000,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Tom HERBEL
Name (Print)

[Signature]
Signed

Director of Public Works
Title

City of Huntington Beach
Jurisdiction

5/22/2020
Date



2020 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2020

I. Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-18, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in May, 2016;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 8.7%;
 - Rehabilitation = 1.0%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$3,101,900;
 - following biennial period \$2,314,800
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,250,000;
 - following biennial period \$1,940,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

DOUGLAS BENASCI

Name (Print)

[Signature]

Signed

City Engineer

Title

City of La Palma

Jurisdiction

06/22/2020

Date



2020 Citywide Pavement Management Plan – OCTA Submittal

Final Report – June 30, 2020

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and May 2016 for the Local streets
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2020
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 20.8%;
 - Rehabilitation = 3.5%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$2,933,000;
 - following biennial period \$2,578,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2,803,000;
 - following biennial period \$2,550,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 10)
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

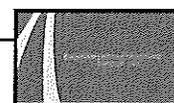
Mr. Mark Trestik
Name (Print)


Signed

City Engineer
Title

City of Laguna Beach
Jurisdiction

6/29/20
Date



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and April 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2020;
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 23.8%;
 - Rehabilitation = 25.9%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,696,500;
 - Following biennial period \$5,699,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2,700,000;
 - Following biennial period \$2,800,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Kenneth H. Rosenfield
Name (Print)


Signed

Assistant City Manager / Public Services Director
Title

City of Laguna Hills
Jurisdiction

6/9/2020
Date





I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on May, 2020 for Arterial (MPAH) streets and December, 2017 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on May, 2020.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance: 70%
 - Rehabilitation: 28%
 - Reconstruction: 2%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$15.6 million
 - Following biennial period \$2 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3.0 million
 - Following biennial period \$3.5 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

*An electronic copy of the Pavement Management Plan (with Micro Paver 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:

JACKY SCOTT
Name (Print)

City of Laguna Niguel
Jurisdiction

[Signature]
Signed
Public Works Director/City Engineer

6-24-2020
Date





I. Pavement Management Plan Certification

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

The plan was developed by NV5/CivilSource & Marker Geospatial using Paver, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on February 2020 for Arterial (MPAH) streets and February 2020 for local streets.
Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on February 2020.
Percentage of all sections of pavement needing:
Preventative Maintenance:18.5%
Rehabilitation: 9.6%
Reconstruction: 0%
Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
Current biennial period \$1,553,198
Following biennial period \$1,354,078
Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
Current biennial period \$465,700
Following biennial period \$619,600
Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

M. Akram Hindiye

Name (Print)

[Handwritten signature]

Signed

City Engineer

Title (Public Works Director and/or City Engineer)

City of Laguna Woods

Jurisdiction

6/26/2020

Date



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for Arterial (MPAH) streets and April, 2020 for local streets.
• Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2020.
• Percentage of all sections of pavement needing:
o Preventative Maintenance:79.2%
o Rehabilitation: 20.7%
o Reconstruction: 0.1%
• Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
o Current biennial period \$54.6 million
o Following biennial period \$13.1 million
• Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
o Current biennial period \$7.88 million
o Following biennial period \$8.18 million
• Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
• The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Mark Chagnon

Name (Print)

Signed

Director of Public Works

Title

City of Mission Viejo

Jurisdiction

Date

6-24-20

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for the Arterial (MPAH) and March 2018 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2020;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 29.2%;
 - Rehabilitation = 21.8%;
 - Reconstruction = 3.4%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$14,550,000
 - following biennial period \$14,600,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$13,030,000;
 - following biennial period \$13,230,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Frank Sun

Name (Print)

Signed

Assistant Public Works Director/ City Engineer

Title

City of Orange

Jurisdiction

Date

6/22/2020



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on February, 2020 for Arterial (MPAH) streets and March, 2018 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on February, 2020.
- Percentage of all sections of pavement needing:
 - Preventative Maintenance:16.5%
 - Rehabilitation: 72.5%
 - Reconstruction: 11.0%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$19,006,063
 - Following biennial period \$5,429,170
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3,760,000
 - Following biennial period \$3,400,000
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Masoud Sepahi
Name (Print)

City of Placentia
Jurisdiction

Signed 

08/11/2020
Date



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

I. Pavement Management Plan Certification

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

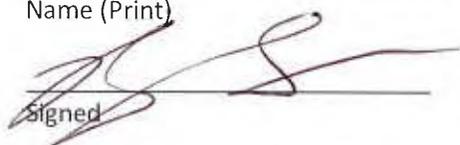
The plan was developed by Bucknam Infrastructure Group, Inc. using StreetSaver, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for the Arterial (MPAH) and August 2019 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2020;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 33.6%;
 - Rehabilitation = 13.1%;
 - Reconstruction = 0.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$4,198,100;
 - following biennial period \$4,191,900;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$5,766,000;
 - following biennial period \$4,952,000;
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

BRENDAN DUBATU
Name (Print)


Signed

Director of Public Works/City Engineer
Title

City of RSM
Jurisdiction

5-19-2020
Date





I. Pavement Management Plan Certification

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

The plan was developed by City of Santa Ana* using StreetSaver, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433-18, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for Arterial (MPAH) streets and March, 2020 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2020.
- Percentage of all sections of pavement needing:
 - No Work (Do Nothing): 42.5%
 - Preventative Maintenance:19.6%
 - Rehabilitation: 30.8%
 - Reconstruction: 7.1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$295.2 million
 - Following biennial period \$26.2 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$20.6 million
 - Following biennial period \$20.6 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Edwin "William" Galvez

Name (Print)

Signed

Deputy Public Works Director/City Engineer

Title

City of Santa Ana

Jurisdiction

5/22/2020

Date



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for Arterial (MPAH) streets and April, 2020 for local streets.
Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2020.
Percentage (by pavement area) of all sections of pavement needing:
Preventative Maintenance: 67.3%
Rehabilitation: 31.2%
Reconstruction: 1.5%
Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
Current biennial period \$9.6 million
Following biennial period \$2.1 million
Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
Current biennial period \$1.9 million
Following biennial period \$1.9 million
Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

STEVE MYRTER, P.E.

Name (Print)

Signed [Handwritten Signature]

Director of Public Works

Title

City of Seal Beach

Jurisdiction

Date 5/28/2020

2020 Pavement Management Plan ~Agency Submittal

City of Villa Park, CA



I. Pavement Management Plan Certification

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

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

- ✓ Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on **April 2020** for Arterial (MPAH) streets and **April 2020** for local streets
- ✓ Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on **April 2020**
- ✓ Percentage of all sections of pavement needing:
 - Preventative Maintenance: **37.7%**
 - Rehabilitation: **29%**
 - Reconstruction: **0.7%**
- ✓ Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period **\$3,384,400**
 - Following biennial period **\$3,230,900**
- ✓ Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period **\$1,600,000**
 - Following biennial period **\$1,200,000**
- ✓ Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- ✓ The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

M. Akram Hindiyeh
Name (Print)

City of Villa Park
Jurisdiction

M. Akram Hindiyeh
Signed

6-24-2020
Date

City Engineer
Title

**2020 Citywide Pavement Management Plan – OCTA Submittal
Final Report – June 30, 2020**

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2020 for the Arterial (MPAH) and April 2020 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2020;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 28.5%;
 - Rehabilitation = 20.8%;
 - Reconstruction = 1.2%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$13,929,000;
 - Following biennial period \$13,998,000;
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$10,000,000;
 - Following biennial period \$10,000,000;
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

MARWAN YOUSSEF

Name (Print)

Marwan Youssef

Signed

Director of Public Works

Title

City of Westminster

Jurisdiction

JUNE 30, 2020

Date





I. Pavement Management Plan Certification

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

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

- Inventory of Master Plan of Arterial Highways (MPAH) streets and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2020 for MPAH streets and March, 2020 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2020.
- Percentage (by pavement area) of all sections of pavement needing:
 - Preventative Maintenance: 60.9%
 - Rehabilitation: 37.9%
 - Reconstruction: 1.2 %
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$11.9 million
 - Following biennial period \$11.1 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$6.7 million
 - Following biennial period \$9.2 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The PMP is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

*An electronic copy of the PMP (with MicroPaver or StreetSaver compatible files) has been, or will be, submitted with the certification statement.

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

Submitted by:

Jamie Lai

 Name (Print)



 Signed

Public Works Director/City Engineer

 Title

City of Yorba Linda

 Jurisdiction



 Date

M2 Annual Eligibility Review Subcommittee Checklist

INSTRUCTIONS:

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

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

_____ Name

_____ Signature

_____ Date