



## Finance Committee Agenda

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Tuesday, February 24, 2026, 8:30 AM  
EXECUTIVE CONFERENCE ROOM - 3RD FLOOR  
1 Civic Center Circle  
Brea, CA 92821

**MEMBERS:** Mayor Pro Tem Marty Simonoff, Chair and Council Member Steve Vargas

**ALTERNATES:** Mayor Cecilia Hupp and Council Member Christine Marick

This agenda contains a brief general description of each item the Committee will consider. The Administrative Services Department has on file copies of written documentation relating to each item of business on this Agenda available for public inspection. Contact the Administrative Services Department Office at (714) 990-7684 or view the Agenda and related materials on the City's website at <https://www.ci.brea.ca.us/509/Meeting-Agendas-Minutes>. Materials related to an item on this agenda submitted to the Committee after distribution of the agenda packet are available for public inspection in the Administrative Services Department's Office at 1 Civic Center Circle, Brea, CA during normal business hours. Such documents may also be available on the City's website subject to staff's ability to post document before the meeting.

### **Procedures for addressing the Committee**

Members of the public may offer comment by phone or email or may observe the meeting by attending in person. All requests to offer comment must be submitted via phone by calling (714) 990-7684 or by emailing [debbied@cityofbrea.gov](mailto:debbied@cityofbrea.gov) by 12:00 p.m. on the Monday prior to the meeting.

### **Special Accommodations**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Administrative Services Office at (714) 990-7684. Notification 48 hours prior to the meeting will enable City staff to make reasonable arrangements to ensure accessibility. (28 CFR 35.102.35.104 ADA Title II)

***PLEASE SILENCE ALL PAGERS, CELL PHONES AND OTHER ELECTRONIC EQUIPMENT WHILE THE COMMITTEE IS IN SESSION.***

## **1. CALL TO ORDER/ROLL CALL**

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- 1.A. Attendees
- 1.B. Matters from the Audience

## **2. CONSENT**

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- 2.A. Approval of Finance Committee Meeting Minutes - January 27, 2026

## **3. DISCUSSION**

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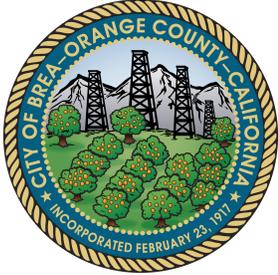
- 3.A. Cooperative Agreement with City of Anaheim, Fullerton, & Orange for the State College Boulevard/The City Drive Regional Traffic Signal Synchronization Program Project, CIP No. 7721
- 1. Approve a Cooperative Agreement with the City of Anaheim, Fullerton, and Orange for the State College Boulevard/The City Drive Regional Traffic Signal Synchronization Program (RTSSP) Project
  - 2. Authorize the City Manager to execute the Cooperative Agreement and any non-monetary contract amendments and ancillary documents subsequently required to implement the Cooperative Agreement
- 3.B. Contingency Adjustment for the Integrated Crime Center (ICC) Citywide Camera Network, CIP 7719
- 1. Increase the construction contingency by \$200,000 and authorize the City Engineer to issue change orders from the approved contingency.
- 3.C. Designate the City Manager signing authority for all Public Provider Ground Emergency Medical Transport (PP-GEMT) and Variable Rate Range Intergovernmental Transfer (VRR-IGT) certifications and agreements
- 1. Authorize the City Manager to execute required certifications, agreements, and Intergovernmental Transfer (IGT) payments necessary for the City of Brea's participation in the Public Provider Ground Emergency Medical Transportation (PP-GEMT) and Voluntary Rate Range Intergovernmental Transfer (VRR-IGT) programs administered by the California Department of Health Care Services (DHCS);
  - 2. Amend the City's FY 2025-27 Operating Budget within the Paramedic Services Fund (174) for any reimbursement received and expenditures incurred for these programs

#### **4. ADJOURNMENT**

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Next Scheduled Meeting: Tuesday, March 10, 2026

*Date Posted: February 20, 2026*



# CITY *of* BREA

Finance Committee Communication  
February 24, 2026  
Item No. 2A.

## Approval of Finance Committee Meeting Minutes - January 27, 2026

TO	PREPARED BY
Finance Committee Members	Debbie Duff, Accounting Technician II
DEPARTMENT HEAD APPROVAL	CITY MANAGER APPROVAL
Monica Lo, Administrative Services Director	Kristin Griffith, City Manager

### **Attachments**

[01-27-26 FC Minutes DRAFT.pdf](#)

**\*\* The following document is a draft of the minutes and the not the official approved minutes \*\***

## **Minutes for the Finance Committee**

1 Civic Center Circle, Brea, CA 92821

January 27, 2026, 8:30 AM - January 27, 2026, 8:56 AM

### **1. CALL TO ORDER/ROLL CALL**

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Mayor Pro Tem Marty Simonoff called the meeting to order at 8:30 am.

#### 1.A. Attendees

Mayor Pro Tem Marty Simonoff, Council Member Steve Vargas, Jason Killebrew, Monica Lo, Chief Daniel Mielke, James Flores, Stephen Davy, Justin Zuhlke, Alicia Brenner, Sean Matlock, Michael Ho, Rudy Correa, and Melissa Burrola

#### 1.B. Matters from the Audience

None.

### **2. CONSENT**

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#### 2.A. Approval of Finance Committee Meeting Minutes - December 9, 2025

The minutes of the December 9, 2025 Finance Committee were approved as written.

### **3. DISCUSSION**

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#### 3.A. Approve a Change Orders for Required Modifications to Fire Engines and Ladder/Tiller Trucks

Mayor Pro Tem Marty Simonoff requested clarification on the GPS installation. Staff explained that the updated GPS installation is to promote faster emergency response times. Council Member Vargas inquired about cost escalation clauses in the change orders, where changes are occurring, and requested clarification on funding source 480. Council Member Vargas also requested the Fire Department provide an update if there are any changes to the current change order.

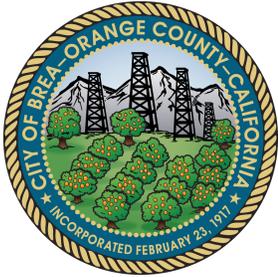
Staff reported that there is no current cost escalation clause, future purchase orders will include floating cost expectations, work is being done in Appleton, Wisconsin, and Fund 480 has sufficient funds within the current operating budget. Staff will provide updates for any future changes.

The Finance Committee approved to move the item to City Council.

#### 4. ADJOURNMENT

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Mayor Pro Tem Marty Simonoff adjourned the meeting at 8:56 am.



# CITY of BREA

Finance Committee Communication  
 February 24, 2026  
 Item No. 3A.

**Cooperative Agreement with City of Anaheim, Fullerton, & Orange for the State College Boulevard/The City Drive Regional Traffic Signal Synchronization Program Project, CIP No. 7721**

TO	PREPARED BY
Finance Committee Members	Ryan Chapman, City Engineer
DEPARTMENT HEAD APPROVAL	CITY MANAGER APPROVAL
Michael Ho, Public Works Director	Kristin Griffith, City Manager

**RECOMMENDATION**

Staff recommends that Finance Committee recommend the City Council take the following actions:

1. Approve a Cooperative Agreement with the City of Anaheim, Fullerton, and Orange for the State College Boulevard/The City Drive Regional Traffic Signal Synchronization Program (RTSSP) Project; and
2. Authorize the City Manager to execute the Cooperative Agreement and any non-monetary contract amendments and ancillary documents subsequently required to implement the Cooperative Agreement.

**BACKGROUND/DISCUSSION**

The Orange County Transportation Authority (OCTA) issued a call for projects under the Measure M2 Comprehensive Transportation Funding Program (CTFP) for Fiscal Year (FY) 2025-26. Funding was made available for award on a countywide, competitive basis via the Regional Capacity Program (Project O) for Arterial Capacity Enhancements (ACE), Intersection Capacity Enhancements (ICE), and the Regional Traffic Signal Synchronization Program (Project P). The CTFP is how OCTA administers competitive funding for street and road projects. The City of Anaheim submitted a grant application to OCTA on October 24, 2024, collaborating with the Cities of Brea, Fullerton, Orange, and the California Department of Transportation (Caltrans) for a multiagency traffic signal synchronization project.

The State College Boulevard/The City Drive corridor extends 11.3 miles from Cliffwood Avenue in the City of Brea to Garden Grove Boulevard in the City of Orange. The corridor encompasses 58 signalized intersections controlled by the Cities of Brea, Fullerton, Anaheim, Orange, and Caltrans. Of the 58 traffic signals, Caltrans controls 7, City of Orange 7, Anaheim 21, Fullerton 13, and 10 by the City of Brea. The signalized intersections that are part of the project within the City of Brea are the intersections of State College Boulevard with Cliffwood Avenue, Balsa Avenue, Lambert Road, Avocado Street/The Tracks at Brea, Brea Place North, Brea Mall North, Brea Mall Center, Brea Mall South, Imperial Highway (SR-90), and Elm Street. See Attachment A for a Vicinity Map for reference as to the project location. The project improvements within the City of Brea include new traffic signal cabinets, traffic signal controllers, intelligent transportation system improvements, closed-circuit television (CCTV) installation, network switch installation and upgrades, and improvements to the existing Traffic Management Center (TMC). Overall, the project will optimize traffic signal synchronization timing within each agency along the State College Boulevard/The City Drive corridor.

On December 3, 2024, City Council adopted a Resolution of support for the City of Anaheim in pursuit of the grant application for the FY 2025-26 Measure M2 CTFP. Following the submittal of a successful application package, OCTA awarded funding totaling \$4,702,863.50 toward the total improvement cost for the State College Boulevard/The City Drive Corridor RTSSP Project. The total estimated project cost for all agency improvements across the implementation, operations, and maintenance phases is \$4,702,863.50, with OCTA M2 funding contributing \$3,762,290.80 (80% of the total). Local matches from the Cities of Anaheim, Fullerton, Orange, and Brea will fund the remaining \$940,572.70 (20% of the total overall project cost). The project cost for improvements within the City of Brea, including implementation, operations, and maintenance, is \$440,242.50, with OCTA M2 funding contributing \$352,194.00 (80% of the cost) and the City of Brea providing a required match of \$88,048.50 (20% of the cost). All funding for the required City of Brea local matching funds will come from Fund 540, Traffic Impact Fees, and funding has been programmed in the FY 2025-27 Biennial Capital Improvement Program (CIP) Budget.

The Cities of Anaheim, Fullerton, and Orange have coordinated with City of Brea staff to develop a Cooperative Agreement (Attachment B) that identifies the responsibilities and funding for the work associated with the proposed State College Boulevard/The City Drive Corridor RTSSP Project. As part of this agreement, the City of Anaheim will serve as the lead agency for the project's design, construction, and construction management, providing oversight and ensuring compliance with all funding guidelines and federal, state, and OCTA requirements. The City of Brea will be responsible for providing all required documentation and funding commitments for the project implementation within the City of Brea. This agreement has been reviewed as to form by City staff and the City Attorney. City staff recommends that the City Council consider approval of the Cooperative Agreement with the Cities of Anaheim, Fullerton, and Orange to implement the State College Boulevard/The City Drive Corridor RTSSP Project.

#### **FISCAL IMPACT/SUMMARY**

There is no fiscal impact on the General Fund. The City of Brea's local match will be funded through Fund 540, Traffic Impact Fees, which has already been programmed in the FY 2025-27 Biennial CIP Budget.

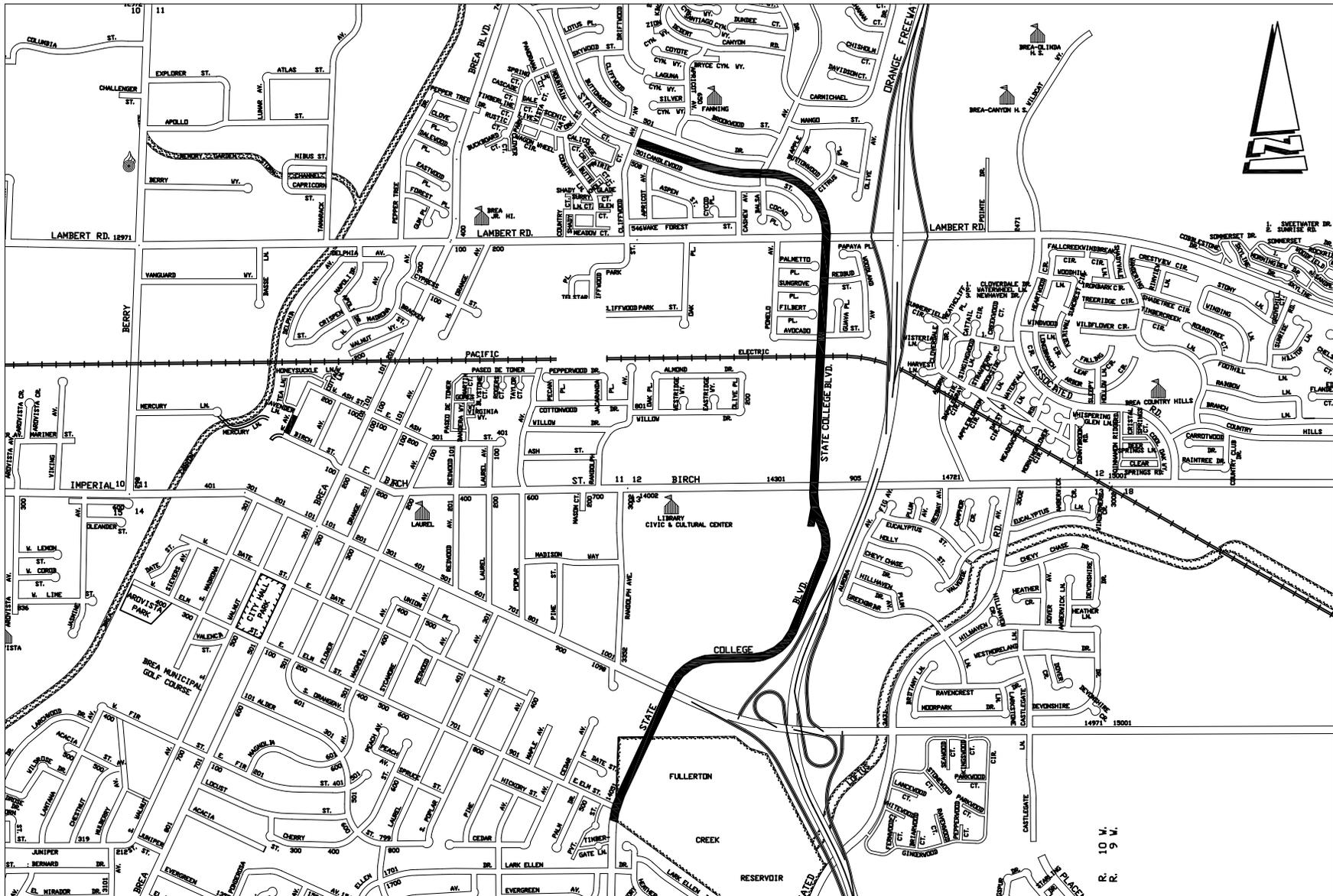
#### **Attachments**

[Attachment A - Vicinity Map.pdf](#)

[Attachment B - Cooperative Agreement.pdf](#)

# PROJECT 7721

## TRAFFIC SAFETY ENHANCEMENTS - STATE COLLEGE BLVD. REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION



**VICINITY MAP**  
NOT TO SCALE

COOPERATIVE AGREEMENT BY AND BETWEEN THE CITIES  
OF ANAHEIM, BREA, FULLERTON, AND ORANGE FOR THE  
STATE COLLEGE BOULEVARD / THE CITY DRIVE REGIONAL  
TRAFFIC SIGNAL SYNCHRONIZATION PROJECT

This Cooperative Agreement (“Agreement”) is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2026, by and between the CITY OF ANAHEIM, a municipal corporation (“ANAHEIM”), the CITY OF BREA, a municipal corporation (“BREA”), the CITY OF FULLERTON, a municipal corporation (“FULLERTON”), and the CITY OF ORANGE, a municipal corporation (“ORANGE”).

RECITALS:

- A. Anaheim, with cooperation from Brea, Fullerton, and Orange, applied for a grant from the Orange County Transportation Authority (“OCTA”) as part of Renewed Measure M2 Regional Traffic Signal Synchronization Program (“RTSSP”) (Project P), aimed to coordinate traffic signals across multiple jurisdictions to enhance countywide traffic flow and reduce congestion.
- B. The State College Boulevard/ The City Drive Regional Traffic Signal Synchronization Project was selected by OCTA as one of the RTSSP Projects to be funded in OCTA Fiscal Year 2025-2026. The project will include timing implementation and improvements at traffic signals along State College Boulevard/The City Drive, from Cliffwood Avenue in Brea to Garden Grove Bl in City of Orange, as listed in the Project Application attached hereto as Exhibit B and incorporated herein by this reference.
- C. The total budget for the project is \$4,702,863.50. 80% (\$3,762,290.80) is funded by the OCTA Regional Traffic Signal Synchronization Program and 20% (\$940,572.70) is local agencies matching funds. The breakdown is shown in Exhibit A attached hereto and incorporated herein by this reference.
- D. Anaheim, Brea, Fullerton, and Orange agree to provide twenty percent (20%) matching funds for the total project cost. Matching funds can be a combination of cash and in-kind match as defined by the RTSSP grant.
- E. OCTA and Anaheim have entered into a Master Funding Agreement “Cooperative Agreement No. C-1-2754” defining the terms and conditions for approved Measure M2 projects that will be implemented by Anaheim.
- F. Anaheim agrees to serve as the lead agency to oversee the design and implementation of the project.
- G. Anaheim, Brea, Fullerton, and Orange desire to enter into this Cooperative Agreement to demonstrate their commitment to implement the project and improve inter-jurisdiction traffic signal synchronization on State College Boulevard/The City Drive.
- H. This cooperative agreement defines the specific terms, conditions and funding responsibilities between Anaheim, Brea, Fullerton, and Orange for the implementation of the project.

NOW, THEREFORE, it is mutually understood and agreed by and between ANAHEIM, BREA, FULLERTON, and ORANGE as follows:

I. SCOPE:

This Agreement specifies the roles and responsibilities of the cities as they pertain to the subjects and projects addressed herein. The project is specifically detailed in the Project Application attached hereto as Exhibit B and incorporated herein by this reference. All of the cities agree that each will cooperate and coordinate with the other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

II. MUTUAL RESPONSIBILITIES:

Anaheim, Brea, Fullerton, and Orange mutually agree to:

- a. Designate a lead staff to act as the liaison for the project. The liaison and any other project personnel, if necessary, will attend and participate in all related project meetings.
- b. Participate, cooperate and coordinate with contractors, consultants, vendors and staff in good faith using reasonable efforts to resolve any unforeseen issues and disputes arising out of the project to the extent practicable with respect to the performance of the project.
- c. Maintain project related traffic signals and telecommunications equipment with high priority during the project and be responsible for repair of their own signal control systems in each of their respective jurisdictions.
- d. Provide on-site support for signal control systems, timing plans, detection systems and related equipment during construction, installation and integration, and be available to change or make adjustments to timing plans when necessitated by the project.
- e. Document in-kind match or dollar match funding as identified in the project application and provide verification of such expenditures as part of any review or audit process, which may include payroll records, contracts and purchase orders.
- f. Monitor and operate the project traffic signals and improvements within its jurisdiction for a period of two (2) years following the completion of the Primary Implementation Phase of the project, as required by the program funding.
- g. Coordinate the inclusion of other improvements and in-kind services, where necessary, that the owning agency requires for the implementation of the project but are not included in the project application. The owning agency shall be responsible for the inclusion of such elements within reason and at its own costs.
- h. Unused project funds for improvements from one City can be used by another City (with matching fund responsibility) upon mutual consent of the involved parties.

### III. RESPONSIBILITIES OF ANAHEIM:

Anaheim agrees to the following responsibilities:

- a. Anaheim shall serve as lead agency for design, construction and construction management of the project, and shall provide oversight by establishing milestones and overseeing the project development to ensure that all standards and requirements set forth by the agreement is adhered to.
- b. Anaheim shall be responsible for completing the project in accordance with the funding guidelines and any and all other OCTA requirements related to these funding programs. Anaheim shall maintain coordination with all participating agencies throughout the duration of the project.
- c. Anaheim shall provide staff, consultants, and contractors deemed necessary and appropriate to manage, administer, coordinate, and oversee timing implementation, engineering design, bid and award, and construction management of the project.
- d. Anaheim shall enter into an agreement with a qualified consultant and contractor to assist in the completion and monitoring of the project.
- e. Anaheim shall enter into any required Cooperative Agreement with Caltrans regarding Caltrans Improvements in cities; to comply with all the terms and conditions of said Cooperative Agreement; to pay invoices for such Caltrans Improvements as required by Caltrans; and to invoice participating agencies in a timely manner with detailed documentation of said Caltrans Improvements
- f. Anaheim shall coordinate the work effort of this Project, provide the day-to-day management of the consultant and manage all consultant administration and contracting. Anaheim shall review the consultant's invoices and pay them accordingly after ensuring that the work has been adequately performed by the consultant.
- g. Anaheim shall provide its share of matching fund as shown in Exhibit A attached hereto and incorporated herein by this reference. The final amount may vary and will be based on the 20% of actual cost of implementing all timing, improvements and maintenance, as identified in the project application.
- h. Upon issuance of a Notice to Proceed to the Consultant, Anaheim can issue invoices to Brea, Fullerton, and Orange for up to 80% of the cash match amount identified in Exhibit A. The remaining cash match amount will be invoiced after completion of the Primary Implementation Phase of the project.
- i. Anaheim shall comply with all of the terms and conditions of the Cooperative Agreement with OCTA, including the Project Reporting and Audit Requirements contained therein.

### IV. RESPONSIBILITIES OF BREA:

Brea agrees to the following responsibilities:

- a. Brea shall provide its share of matching funds as shown in Exhibit A. The final amount may vary and will be based on the 20% of actual cost of implementing all timing, improvements, and maintenance, as identified in the project application.
- b. Brea shall provide Construction Inspection on all improvements within its jurisdiction. No additional compensation from the project is provided for providing inspection services.
- c. Brea shall waive all costs and fees related to any and all permits, if such permits are required to perform any project related work within its jurisdiction.

V. RESPONSIBILITIES OF FULLERTON:

Fullerton agrees to the following responsibilities:

- a. Fullerton shall provide its share of matching funds as shown in Exhibit A. The final amount may vary and will be based on the 20% of actual cost of implementing all timing, improvements and maintenance, as identified in the project application.
- b. Fullerton shall provide Construction Inspection on all improvements within its jurisdiction. No additional compensation from the project is provided for providing inspection services.
- c. Fullerton shall waive all costs and fees related to any and all permits, if such permits are required to perform any project related work within its jurisdiction.

VI. RESPONSIBILITIES OF ORANGE:

Orange agrees to the following responsibilities:

- a. Orange shall provide its share of matching funds as shown in Exhibit A. The final amount may vary and will be based on the 20% of actual cost of implementing all timing, improvements and maintenance, as identified in the project application.
- b. Orange shall provide Construction Inspection on all improvements within its jurisdiction. No additional compensation from the project is provided for providing inspection services.
- c. Orange shall waive all costs and fees related to any and all permits, if such permits are required to perform any project related work within its jurisdiction.

VII. COMPLETE AGREEMENT:

- a. This Agreement, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between ANAHEIM, BREA, FULLERTON, and ORANGE and it supersedes all prior representations, understandings, and communications between the parties. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other term(s) or condition(s) of this Agreement. The above referenced Recitals are true and correct and are incorporated by reference herein.

- b. Any modification of this Agreement shall only be by amendment upon written mutual consent of all cities. All modifications, amendments, changes and revisions of this Agreement in whole or in part, and from time to time, shall be binding upon the cities so long as the same shall be in writing and executed by each agency.
- c. A party's failure to insist on any instance(s) of any other party's performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver of the non-enforcing party's right to such performance or to future performance of such term(s) or condition(s), and the nonperforming party's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon either party except when specifically confirmed in writing by way of a written amendment to this Agreement between the parties and issued in accordance with the provisions of this Agreement.

VIII. INSURANCE AND INDEMNIFICATION:

- a. Each city shall jointly and severally indemnify, defend and hold harmless every other city, its officers, directors, employees and agents from and against any and all claims for any loss or damages, bodily injuries, damage to, or loss of property caused by the negligent acts, omissions or willful misconduct by that city, its officers, directors, employees or agents in connection with or arising out of the performance of this Agreement.
- b. Each city shall maintain adequate levels of insurance, or self-insurance to assure full indemnification of every other city.

IX. ADDITIONAL PROVISIONS:

- a. Term of Agreement: This Agreement shall commence on the date first written above and continue in full force and effect until December 31, 2032. This Agreement may be extended at the mutual consent of all parties in writing.
- b. ANAHEIM, BREA, FULLERTON, and ORANGE hereto affirm that they are authorized to execute this Agreement on behalf of said parties and that, by so executing this agreement, the parties hereto are formally bound to the provisions of this Agreement.
- c. Severability: If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
- d. Counterparts of Agreement: This Agreement may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile and electronic signatures will be permitted.
- e. In the event that the project costs exceed the estimates submitted in the Project Application as prepared, all parties agree to meet and determine project revisions to

meet the budget, or a revised funding proposal by the cities that shall be documented and submitted in writing as a revision to the Agreement.

- f. The parties shall comply with all applicable federal, state and local laws, statutes, ordinances and regulations of any governmental agency having jurisdiction over the project.
- g. Force Majeure: Any party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including, but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or, a material act or omission by the other party; when satisfactory evidence of such cause is presented to the other parties, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.
- h. Assignment: Neither this Agreement, nor any of the parties' rights, obligations, or duties hereunder may be assigned in whole or in part by any party without the prior written consent of all the other parties in their sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.
- i. Obligations To Comply with Law: Nothing herein shall be deemed nor construed to authorize or require any party to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.
- j. Governing Law: The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this Agreement.
- k. Litigation fees: Should litigation arise out of this Agreement for the performance thereof, the court shall award costs and expenses, including attorney's fees, to the prevailing party.
- l. Notices: Any notices, requests, or demands made between the parties pursuant to this Agreement are to be directed as follows:

City of Anaheim  
Public Works Department – Traffic Management Center  
201 S. Anaheim Blvd, Suite 502  
Anaheim, CA 92805  
Jane Keely  
Principal Traffic Engineer  
714-765-5202  
[jkeely@anaheim.net](mailto:jkeely@anaheim.net)

City of Brea  
Public Works Department  
1 Civic Center Circle  
Brea, CA 92821  
Ryan Chapman  
City Engineer  
714-990-7763  
ryanch@cityofbrea.gov

City of Fullerton  
Public Works Department  
303 W Commonwealth Avenue  
Fullerton, CA 92832  
Michael Plotnik  
City Traffic Engineer  
714-738-6864  
michael.plotnik@cityoffullerton.com

City of Orange  
Public Works Department  
300 E. Chapman Avenue  
Orange, CA 92866  
Gabrielle Hayes  
Principal Civil Engineer  
714-744-5561  
ghayes@cityoforange.org

X. DELAGATED AUTHORITY:

The actions required to be taken by the cities in the implementation of this Agreement are delegated to its City Manager or equivalent designee.

[SIGNATURES ON SUBSEQUENT PAGES]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the date and year first above written:

CITY OF ANAHEIM:

\_\_\_\_\_  
Jim Vanderpool  
City Manager

ATTEST:

\_\_\_\_\_  
Theresa Bass  
City Clerk

APPROVED AS TO FORM:  
ROBERT FABELA, CITY ATTORNEY

\_\_\_\_\_  
Bryn M. Morley  
Deputy City Attorney  
157425

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the date and year first above written:

CITY OF BREA:

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Kristin Griffith  
City Manager

ATTEST:

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Victoria Popescu  
City Clerk

APPROVED AS TO FORM:

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Terence Boga  
City Attorney

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the date and year first above written:

CITY OF FULLERTON:

\_\_\_\_\_  
Eddie Manfro  
Interim City Manager

ATTEST:

\_\_\_\_\_  
Lucinda Williams  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Richard D. Jones  
City Attorney

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the date and year first above written:

CITY OF ORANGE:

\_\_\_\_\_  
Jarad L. Hildenbrand  
City Manager

ATTEST:

\_\_\_\_\_  
Pamela Coleman  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Nathalie Adourian  
City Attorney

## EXHIBIT A

### State College Boulevard / The City Drive Corridor Regional Traffic Signal Synchronization Program (RTSSP)

#### Project Funds Breakdown

<b>Agency</b>	<b>Project Cost</b>	<b>Project Cost</b>	<b>M2 Grant (80%)</b>	<b>City Match* (20%)</b>
<b>Brea</b>	<b>PI</b>	\$ 376,442.50	\$ 301,154.00	\$ 75,288.50
	<b>O&amp;M</b>	\$ 63,800.00	\$ 51,040.00	\$ 12,760.00
	<b>City Total</b>	\$ 440,242.50	\$ 352,194.00	\$ 88,048.50
<b>Fullerton</b>	<b>PI</b>	\$ 937,675.00	\$ 750,140.00	\$ 187,535.00
	<b>O&amp;M</b>	\$ 75,400.00	\$ 60,320.00	\$ 15,080.00
	<b>City Total</b>	\$ 1,013,075.00	\$ 810,460.00	\$ 202,615.00
<b>Anaheim</b>	<b>PI</b>	\$ 2,188,040.00	\$ 1,750,432.00	\$ 437,608.00
	<b>O&amp;M</b>	\$ 133,400.00	\$ 106,720.00	\$ 26,680.00
	<b>City Total</b>	\$ 2,321,440.00	\$ 1,857,152.00	\$ 464,288.00
<b>Orange</b>	<b>PI</b>	\$ 864,306.00	\$ 691,444.80	\$ 172,861.20
	<b>O&amp;M</b>	\$ 63,800.00	\$ 51,040.00	\$ 12,760.00
	<b>City Total</b>	\$ 928,106.00	\$ 742,484.80	\$ 185,621.20
	<b>TOTAL</b>	<b>\$ 4,702,863.50</b>	<b>\$ 3,762,290.80</b>	<b>\$ 940,572.70</b>

\*: Total match amount may vary; the final match amount will be based on the actual project implementation costs, to be determined at completion of the Primary Implementation Phase of the project.

## **EXHIBIT B**

State College Boulevard / The City Drive Corridor Regional Traffic Signal Synchronization  
Program (RTSSP)

Project Application

**FY 2025 Call for Projects**  
**Regional Traffic Signal Synchronization Program**  
**Project P**  
**Supplemental Application**

**State College Boulevard / The City Drive Regional Traffic Signal Synchronization Program Project**

**10/24/2024**  
Application Deadline

**Project Overview**

Length of Corridor (mi): 11.3  
Number of signals: 58  
Total Project Cost: \$4,702,863.50  
M2 funds requested: \$3,762,290.80  
Total Match: \$940,572.70  
*Cash Match: \$940,572.70*  
*In-kind Match: \$0.00*  
Participating Agencies: Anaheim  
Brea  
Fullerton  
Orange  
Caltrans

**Applicant Agency:** City of Anaheim

**Contact Name:** John Thai

**Contact Number:** 714-765-5202

**Contact Email:** [jthai@anaheim.net](mailto:jthai@anaheim.net)

**Project P Regional Traffic Signal Synchronization Program  
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**SECTION 1: KEY TECHNICAL INFORMATION**

a. Project **Corridor**  
**State College Boulevard / The City Drive Regional Traffic Signal Synchronization Program Project**

b. Project Limits:  
 from **Cliffwood Ave** to **Garden Grove BI**

c. Project Length (miles):  
**11.32**

d. Number of signalized intersections along the corridor (include all Caltrans intersections):  
**58** number of signals on project corridor(s) **0** number of offset signals included in this project

e. Participating agencies / Traffic Forum Members (including applicant agency):

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

f. Lead Agency  **Anaheim**

g. Is this project on either the Signal Synchronization Network or Master Plan of Arterial Highways?  
 Yes  No

h. Project Start Date: **October 1, 2025** Project End Date: **December 31, 2029**

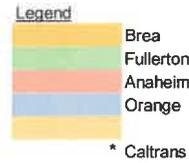
i. Project Status and Baseline Participation  
**None**  
**Yes, all applicant agencies and project signals are participating in the Countywide Baseline Project**

j. Contact Information (Include name, title, agency, phone, email, and address)

John Thai, PE, Principal Engineer City of Anaheim - Traffic Management Center 201 S Anaheim Bl Suite #502 Anaheim, CA 92805 jthai@anaheim.net 714-765-5202	Ryan Chapman, City Engineer City of Brea - Brea Civic & Cultural Center 1 Civic Center Circle Brea, CA 92821 ryanch@ci.brea.ca.us (714) 990-7763
Michael Plotnik, PE,TE, City Traffic Engineer City of Fullerton 303 W Commonwealth Ave Fullerton, CA 92832 Michael.Plotnik@cityoffullerton.com 714-738-6864	Gabrielle Hayes, PE, Principal Civil Engineer City of Orange-Public Works (Traffic Engineering) 300 E Chapman Ave Orange, CA 92866 ghayes@cityoforange.org 714-744-5561

k. Signalized intersections that are part of the project:

	Main Corridor	Cross Street
1	State College Bl	Cliffwood Ave
2	State College Bl	Balsa Ave
3	State College Bl	Lambert Rd
4	State College Bl	Avocado St / Tracks
5	State College Bl	Corporate
6	State College Bl	Birch St
7	State College Bl	Brea Mall North
8	State College Bl	Brea Mall Center
9	State College Bl	Brea Mall South
10	State College Bl	Imperial Hwy*
11	State College Bl	Elm St
12	State College Bl	Rolling Hills Dr
13	State College Bl	Delicata Dr
14	State College Bl	Bastanchury Rd
15	State College Bl	Palmetto Terrace/Mountain Ridge Dr
16	State College Bl	Yorbal Linda Bl
17	State College Bl	Dorothy Ln/Campus Dr
18	State College Bl	Arts Dr
19	State College Bl	Nutwood Ave
20	State College Bl	Chapman Ave (North)
21	State College Bl	Commonwealth Ave
22	State College Bl	Walnut Ave (Fender Ave)
23	State College Bl	Valencia Dr
24	State College Bl	Orangethorpe Ave
25	State College Bl	Via Burton St
26	State College Bl	SR-91WB Off-Ramp*
27	State College Bl	SR-91 EB Off-Ramp*
28	State College Bl	Placentia Ave/Romneya Dr
29	State College Bl	Shopping Center (McDonald's)
30	State College Bl	La Palma Ave
31	State College Bl	Underhill Ave
32	State College Bl	Lincoln Ave
33	State College Bl	Shopping Center (Anaheim Town Square)
34	State College Bl	Santa Ana St
35	State College Bl	South St
36	State College Bl	Vermont Ave
37	State College Bl	Wagner Ave
38	State College Bl	Ball Rd
39	State College Bl	Winston Rd
40	State College Bl	Cerritos Ave
41	State College Bl	Howell Ave
42	State College Bl	Railroad Crossing
43	State College Bl	Kateila Ave
44	State College Bl	Gateway
45	State College Bl	Gene Autry Wy
46	State College Bl	Artisan Ct
47	State College Bl	Orangewood Ave
48	State College Bl	Orange Center Dr*
49	State College Bl	I-5 NB Off-Ramp*
50	The City Dr	I-5 SB Off-Ramp*
51	The City Dr	Chapman Ave
52	The City Dr	Medical Center
53	The City Dr	Dawn Way
54	The City Dr	Steiner Way/Style St
55	The City Dr	Outlet Dr
56	The City Dr	Metropolitan Dr
57	The City Dr	SR-22 EB Off/On-Ramp*
58	The City Dr	Garden Grove Bl



i. Offset signalized intersections that are part of the project. *Baseline participants only need to list signals that are requesting improvements:*

	Main Street	Cross Street	Main Street	Cross Street
59				74
60				75
61				76
62				77
63				78
64				79
65				80
66				81
67				82
68				83
69				84
70				85
71				86
72				87
73				88



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**SECTION 2: REGIONAL SIGNIFICANCE**

Explain why this project is regionally significant:

State College Boulevard is a north-south corridor identified in OCTA's MPAH. This corridor parallels the SR-57 freeway and is used to bypass major traffic congestion on the freeway or as a detour route if there is a major incident along the freeway. It is approximately 11.3 miles crossing four cities: Brea, Fullerton, Anaheim, and Orange and includes 58 signalized intersections. Traffic volume along this corridor ranges up to 25,000 vehicles per day. Land use varies along the corridor with major generators such as the Brea Mall, Regional Parks, and CSU Fullerton in the northern section and the Angel Stadium and the Outlets at Orange in the southern section of the corridor.

Through the City of Brea, State College Boulevard parallels the CA-57 freeway and provides primary access to the Brea Mall a regional shopping destination. It also provides connectivity between Central Avenue and Brea Boulevard/Brea Canyon Road to the CA-57 freeway ramps at Lambert Road and Imperial Highway. When there is construction or a major incident on the CA-57, State College Boulevard becomes the primary regional detour connecting Orange County to Los Angeles County through the foothills. Additionally, State College Boulevard is a key multi-modal transportation corridor providing Class II bike lanes that connect The Tracks, a regionally significant dedicated bike and pedestrian trail facility, to various key bike routes and pedestrian destinations. State College Boulevard also provides primary access to a Park-n-ride facility at the CA-57 and Lambert interchange and the Brea Mall Transit Center, which is a major destination and transfer point served by multiple transit lines from all three major transit providers in the region. State College Boulevard also provides primary access to Craig Regional Park providing various passive and active recreation opportunities and the Fullerton Dam and Reservoir. State College Boulevard also provides a key transportation alternative to CA-57 connecting neighborhoods and businesses in the region to California State University, Fullerton to the south.

Within the City of Fullerton, State College Boulevard is classified as a major arterial highway. The 57 freeway is located about a half mile east of this thoroughfare where drivers can easily access Cal State Fullerton or a plethora of shopping centers, businesses, and dining locations. Along this corridor, there are thirteen (13) intersections under the jurisdiction of the City of Fullerton and is connected from the north to Brea, where mostly residential housing can be found and from the south to Anaheim, where there is more commercial and industry. As such, this is a very heavily utilized corridor by all modes of transportation which will benefit from an updated synchronized network to help alleviate the congestion from daily demand.

In the City of Anaheim, State College Boulevard is classified as a major arterial except for the section between La Palma Ave and Ball Rd, where it is classified as a primary arterial. State College is bordered by the SR-91 freeway to the north, SR-22 freeway to the south, SR-57 to the east, and I-5 to the west, which makes it a main alternate route when the freeways are congested. Additionally, State College Boulevard is used by many visitors travelling to the Angel Stadium, the Grove and Honda Center. By upgrading the communication and signal equipment along this corridor, the City will be able to manage traffic more efficiently and provide better service to commuters, visitors, and residents.

Within the City of Orange, The City Drive is one of the busiest principal arterials and the backbone of several activity centers in west Orange. The southern limit of this corridor is surrounded with regionally significant land uses including the Outlets of Orange, University of California Irvine (UCI) Medical Center, various business centers, civic centers, and high-density housing. Additionally, The City Drive connects two major freeways within Orange County in less than a mile: State Route 22 and Interstate 5. This area sees some of the highest traffic volumes and would benefit from a well-synchronized network to meet the directional and oversaturated traffic demand.

**SECTION 3: ACKNOWLEDGEMENT OF REQUIRED TASKS****a. PROJECT TASKS**

- By checking this box, the Applicant Agency, on behalf of all the participating agencies, agree to the following tasks:**

**Primary Implementation (PI) Phase, lasting approximately one year shall include the following:****Task 1: Project Management - PI Phase**

*This task is ongoing throughout the duration of the PI Phase of the project. It includes day-to-day project management, such as meetings, progress reports, tracking of schedules, tracking of cost by agency, invoicing, and overall administration of the PROJECT.*

*The following list is a minimum of what is required of this task:*

- A running record of project cost broken down by Participating Agency shall be part of this task. This information will be used by the Lead Agency to bill Participating Agencies for their respective project match.*
- A running record of all scope changes and/or any deviations from the final approved application. This information will be used by the Lead Agency to request for Scope Changes at the Semi-Annual Review (SAR).*

**Task 2: Data Collection and Field Review**

*This task shall include collecting seven-day, 24-hour machine counts, including vehicle and bike classifications, along each 1-mile segment of the corridor(s). The project shall also produce weekday and weekend peak period intersection turning movement (ITM) counts at every signalized intersection, including pedestrian and bicycle counts. ITM counts shall be conducted for two hours of each weekday peak period (AM, mid-day, and PM) and a single four-hour Saturday mid-day peak period. All counts shall be summarized in Microsoft Excel format. All data shall adhere to the CTFP Guidelines for data compatibility.*

*Data collection also includes field review of before and after conditions. The floating car method shall be utilized with software and GPS for the 'Before' Study to fine-tune the corridor operation and verify integrity of system intersection clocks. Synchronized Video shall be used to compare actual conditions to anticipated conditions dictated by the time-space diagram so that any anomalies may be corrected prior to the 'After' studies task.*

*Field review conducted as part of this task will document the existing conditions for all signal timing, infrastructure, and system improvements on the project. This includes pre-construction pictures for comparison during the post-construction walkthrough, should there be any questions or discrepancies noted by any parties. Data Collection and Field Review Memos shall be provided to all participating agencies.*

- Check this box to indicate all agencies on this application will opt out of the data collection portion of Task 3 due to participation in the Countywide Baseline Project. A Before/After study is still required. A memorandum shall be submitted to indicate completion of this task.**

**Task 3: System Design and Construction**

*The Lead Agency will hire a consultant(s), licensed contractor(s), and/or use city staff, or extension of staff, to design, procure, install, construct, and implement all desired components of the project as described in this application in accordance with the CTFP Guidelines.*

*All work and equipment supplied for the project shall comply and be done in accordance with the latest standards and provisions of each Participating Agency or latest approved California Department of Transportation (Caltrans) Standard Plans and Standard Specifications.*

**SECTION 3: ACKNOWLEDGEMENT OF REQUIRED TASKS**

*As-built plans shall be provided to match the improvements. This task is not complete until all participating agencies approve the improvements implemented in their jurisdiction.*

**Task 4: Signal Timing Optimization and Implementation**

*Synchronization will be inter-jurisdictional in nature. All existing traffic patterns, flows, and conditions will be taken into account. At a minimum, synchronized timing plans will be developed for a weekday AM, Mid-day, PM, and a Weekend peak period. Special generators such as schools and businesses along with cross street traffic will be considered as part of the project. Timing plans that will be developed will assist traffic in getting to its destination without regard to physical or jurisdictional boundaries.*

*The following list is a minimum of what is required of this task:*

- *A review of the basic timing parameters*
- *Concept of Operations documenting the recommended coordination strategies (e.g. segments, cycle lengths, etc.) based on existing data collection and simulations*
- *Existing and Optimized simulation networks in Synchro (version 10) that is also shared with OCTA using the OCTA designated ID numbers*
- *Implementation and fine-tuning of proposed timing plans*

*This task will not be complete until all participating agencies approve the new timing plans*

- Check this box to indicate all agencies on this application (excluding Caltrans) will opt out of the Signal Timing Optimization and Implementation task (Task 4) due to participation in the Countywide Baseline Project. The Final PI Report shall still include a section on timing optimization and implementation from the Baseline Project. Task 4 for Caltrans signals is the responsibility of the applicant.**

**Task 5: Final PI Report**

*A Final PI Report, with an executive summary, shall provide complete documentation of the project, including, but not limited to:*

- *Project scope, objectives, locations, findings, and recommendations*
- *Data collected: counts, travel time studies, and project benefits achieved in terms of fuel savings, travel time, and other measurable parameters*
- *For each intersection: lane configurations, signal phasing, turning movement data, and cycle lengths for existing and proposed timings for all peak periods*
- *All work performed for system construction and signal timing optimization*
- *Implementation schedule and improvements accomplished, including dates*
- *Procedures for continuing maintenance, surveillance, and evaluation of the coordinated signal system*

*The report shall document all planned and programmed improvements on the study corridor as well as recommendations based on PI tasks for further infrastructure improvements that would likely improve the corridor signal coordination project results. The report shall be completed in accordance with the current CTFP Guidelines.*

*Finally, the report shall provide recommendations with cost and benefit estimates for future improvements to traffic signal infrastructure (signal controllers, vehicle detection, communications, etc.), intersection capacity (appropriate signal phasing, lane geometrics, and alleviation of physical bottlenecks that curtail arterial capacity), and traffic management strategies. These proposed improvements should be useful in determining future enhancements to the corridor.*

*A Project Summary Sheet, one sheet front and back, that describes the project and improvements gained shall be provided to OCTA. This sheet will be used by OCTA and Participating Agencies to present to the Board and elected officials.*

**SECTION 3: ACKNOWLEDGEMENT OF REQUIRED TASKS**

- By checking this box, the following additional PI task(s) and/or exceptions will be made:**  
*Each agency is responsible for Task 4 for Caltrans intersections within their city. Each agency will coordinate with Caltrans as needed to develop and implement signal timing.*

**ONGOING OPERATIONS AND MAINTENANCE (O&M) PHASE, lasting approximately two (2) years, shall include the following:**

**Task 6: Project Management - O&M Phase**

*This task includes day-to-day project management, such as meetings, tracking of schedules, invoicing, and overall administration of the project. This task shall continue in full force as specified in the Primary Implementation Phase.*

**Task 7: Continuing Support**

*During this 24-month period, the signal timing along the corridor/route/grid shall be observed and fine-tuned. This task shall also include the monitoring, maintaining, and repair of detection and communication implemented as part of this project. Monthly drives shall be conducted along the length of the project during all designated corridor synchronization timing plan hours of operation in order to verify that the synchronization timing is working as designed and complete any necessary adjustments. This is followed by a monthly memorandum summarizing the status and trends of the corridor based on the runs conducted. Trip logs for the month shall be provided to the Participating Agencies. The memorandum shall include all additional tasks requested and completed during that month. Performance metrics comparisons from ATSPM, where available, shall also be included in the*

**Task 8: Final O&M Report**

*At the end of the O&M Phase, a Final O&M Report documenting the Ongoing Operations and Maintenance efforts and procedures for continuing maintenance shall be prepared. At the minimum, the memorandum shall include when travel runs were conducted and issues and solutions throughout the phase. The memorandum shall document all planned and programmed improvements on the study corridor as well as recommendations for further infrastructure improvements that would likely improve the corridor signal coordination project results.*

- By checking this box, the following additional O&M task(s) and/or exceptions will be made:**  
 <Insert Text>

**b. ENVIRONMENTAL CLEARANCE AND OTHER PERMITS**

- By checking this box, the Applicant Agency, on behalf of all the participating agencies, agree to obtain environmental clearance and other permits (if needed) for this project

**c. ACKNOWLEDGMENT OF MEETING CTFP GUIDELINES**

- By checking this box, the Applicant Agency, on behalf of all the participating agencies, certify that all current CTFP guidelines were met for this project.

**SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK**

**a. Summary of Project Cost**

<b>Project Tasks</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase	\$ 145,000.00
Task 2: Data Collection	\$ 58,000.00
Task 3: System Design and Construction	\$ 4,070,463.50
Task 4: Signal Timing Optimization and Implementation	\$ 35,000.00
Task 5: Project Report	\$ 58,000.00
Task 6: Project Management - O&M Phase	\$ 29,000.00
Task 7: Continuing Support	\$ 290,000.00
Task 8: Final Technical Memorandum	\$ 17,400.00
<b>Total Project Cost:</b>	<b>\$ 4,702,863.50</b>

**Match Commitment:**  (minimum 20%)

**Total Project Cost (PI and O&M for a total of 3 years):**

	<b>Project Total</b>
<i>Total M2 Request:</i>	\$ 3,762,290.80
<i>Total Agency Match:</i>	\$ 940,572.70
<b>Total Project Cost:</b>	<b>\$ 4,702,863.50</b>
	<b>PI Total</b>
<i>Total M2 Request for PI Phase:</i>	\$ 3,493,170.80
<i>Total Agency Match for PI Phase:</i>	\$ 873,292.70
<b>Total PI Cost:</b>	<b>\$ 4,366,463.50</b>
	<b>O&amp;M Total</b>
<i>Total M2 Request for O&amp;M Phase:</i>	\$ 269,120.00
<i>Total Agency Match for O&amp;M Phase:</i>	\$ 67,280.00
<b>Total O&amp;M Cost:</b>	<b>\$ 336,400.00</b>

**SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK****b. Summary of Cost by Agency**

Brea		Agency	Caltrans	Offset	Total
Number of Signals:		10	1	0	11
Project Tasks (Brea)				Cost / Int	Total Cost
Task 1: Project Management - PI Phase				\$ 2,500.00	\$ 27,500.00
Task 2: Data Collection				\$ 1,000.00	\$ 11,000.00
Task 3: System Design and Construction				-	\$ 321,942.50
Task 4: Signal Timing Optimization and Implementation				\$ 5,000.00	\$ 5,000.00
Task 5: Project Report				\$ 1,000.00	\$ 11,000.00
Task 6: Project Management - O&M Phase				\$ 500.00	\$ 5,500.00
Task 7: Continuing Support				\$ 5,000.00	\$ 55,000.00
Task 8: Final Technical Memorandum				\$ 300.00	\$ 3,300.00
		M2 Requested	Match	Total Cost	
PI	\$	301,154.00	\$ 75,288.50	\$	376,442.50
O&M	\$	51,040.00	\$ 12,760.00	\$	63,800.00

Fullerton		Agency	Caltrans	Offset	Total
Number of Signals:		13	0	0	13
Project Tasks (Fullerton)				Cost / Int	Total Cost
Task 1: Project Management - PI Phase				\$ 2,500.00	\$ 32,500.00
Task 2: Data Collection				\$ 1,000.00	\$ 13,000.00
Task 3: System Design and Construction				-	\$ 879,175.00
Task 4: Signal Timing Optimization and Implementation				\$ 5,000.00	\$ -
Task 5: Project Report				\$ 1,000.00	\$ 13,000.00
Task 6: Project Management - O&M Phase				\$ 500.00	\$ 6,500.00
Task 7: Continuing Support				\$ 5,000.00	\$ 65,000.00
Task 8: Final Technical Memorandum				\$ 300.00	\$ 3,900.00
		M2 Requested	Match	Total Cost	
PI	\$	750,140.00	\$ 187,535.00	\$	937,675.00
O&M	\$	60,320.00	\$ 15,080.00	\$	75,400.00

Anaheim		Agency	Caltrans	Offset	Total
Number of Signals:		21	2	0	23
Project Tasks (Anaheim)				Cost / Int	Total Cost
Task 1: Project Management - PI Phase				\$ 2,500.00	\$ 57,500.00
Task 2: Data Collection				\$ 1,000.00	\$ 23,000.00
Task 3: System Design and Construction				-	\$ 2,074,540.00
Task 4: Signal Timing Optimization and Implementation				\$ 5,000.00	\$ 10,000.00
Task 5: Project Report				\$ 1,000.00	\$ 23,000.00
Task 6: Project Management - O&M Phase				\$ 500.00	\$ 11,500.00
Task 7: Continuing Support				\$ 5,000.00	\$ 115,000.00
Task 8: Final Technical Memorandum				\$ 300.00	\$ 6,900.00
		M2 Requested	Match	Total Cost	
PI	\$	1,750,432.00	\$ 437,608.00	\$	2,188,040.00
O&M	\$	106,720.00	\$ 26,680.00	\$	133,400.00

**SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK**

**Orange**

	Agency	Caltrans	Offset	Total
Number of Signals:	7	4	0	11

<b>Project Tasks (Orange)</b>			<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase			\$ 2,500.00	\$ 27,500.00
Task 2: Data Collection			\$ 1,000.00	\$ 11,000.00
Task 3: System Design and Construction			-	\$ 794,806.00
Task 4: Signal Timing Optimization and Implementation			\$ 5,000.00	\$ 20,000.00
Task 5: Project Report			\$ 1,000.00	\$ 11,000.00
Task 6: Project Management - O&M Phase			\$ 500.00	\$ 5,500.00
Task 7: Continuing Support			\$ 5,000.00	\$ 55,000.00
Task 8: Final Technical Memorandum			\$ 300.00	\$ 3,300.00
	<b>M2 Requested</b>	<b>Match</b>	<b>Total Cost</b>	
<b>PI</b>	\$ 691,444.80	\$ 172,861.20	\$ 864,306.00	
<b>O&amp;M</b>	\$ 51,040.00	\$ 12,760.00	\$ 63,800.00	

	Agency	Caltrans	Offset	Total
Number of Signals:				0

<b>Project Tasks ()</b>			<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase			\$ 2,500.00	\$ -
Task 2: Data Collection			\$ 1,000.00	\$ -
Task 3: System Design and Construction			-	\$ -
Task 4: Signal Timing Optimization and Implementation			\$ 5,000.00	\$ -
Task 5: Project Report			\$ 1,000.00	\$ -
Task 6: Project Management - O&M Phase			\$ 500.00	\$ -
Task 7: Continuing Support			\$ 5,000.00	\$ -
Task 8: Final Technical Memorandum			\$ 300.00	\$ -
	<b>M2 Requested</b>	<b>Match</b>	<b>Total Cost</b>	
<b>PI</b>	\$ -	\$ -	\$ -	
<b>O&amp;M</b>	\$ -	\$ -	\$ -	

	Agency	Caltrans	Offset	Total
Number of Signals:				0

<b>Project Tasks ()</b>			<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase			\$ 2,500.00	\$ -
Task 2: Data Collection			\$ 1,000.00	\$ -
Task 3: System Design and Construction			-	\$ -
Task 4: Signal Timing Optimization and Implementation			\$ 5,000.00	\$ -
Task 5: Project Report			\$ 1,000.00	\$ -
Task 6: Project Management - O&M Phase			\$ 500.00	\$ -
Task 7: Continuing Support			\$ 5,000.00	\$ -
Task 8: Final Technical Memorandum			\$ 300.00	\$ -
	<b>M2 Requested</b>	<b>Match</b>	<b>Total Cost</b>	
<b>PI</b>	\$ -	\$ -	\$ -	
<b>O&amp;M</b>	\$ -	\$ -	\$ -	

## SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK

## c. Summary of Intersection Improvement Costs

LOC.	AGENCY	PROJECT CROSS STREETS	TASK 3 IMPROVEMENT TOTALS			
			Design	Construction	TOTAL	Average Score
1	Brea	Cliffwood Ave	\$ -	\$ 27,197.50	\$ 27,197.50	35.0
2	Brea	Balsa Ave	\$ -	\$ 14,547.50	\$ 14,547.50	37.5
3	Brea	Lambert Rd	\$ -	\$ -	\$ -	
4	Brea	Avocado St / Tracks	\$ -	\$ 12,650.00	\$ 12,650.00	30.0
5	Brea	Corporate	\$ -	\$ -	\$ -	
6	Brea	Birch St	\$ -	\$ 12,650.00	\$ 12,650.00	30.0
7	Brea	Brea Mall North	\$ -	\$ 56,925.00	\$ 56,925.00	30.0
8	Brea	Brea Mall Center	\$ -	\$ 69,575.00	\$ 69,575.00	15.0
9	Brea	Brea Mall South	\$ -	\$ 69,575.00	\$ 69,575.00	15.0
10	Brea	Imperial Hwy*	\$ -	\$ -	\$ -	
11	Brea	Elm St	\$ -	\$ 27,197.50	\$ 27,197.50	35.0
12	Fullerton	Rolling Hills Dr	\$ -	\$ 67,045.00	\$ 67,045.00	31.3
13	Fullerton	Delicata Dr	\$ -	\$ 54,395.00	\$ 54,395.00	31.7
14	Fullerton	Bastanchury Rd	\$ -	\$ 102,465.00	\$ 102,465.00	31.0
15	Fullerton	Palmetto Terrace/Mountain Ridge D	\$ -	\$ 40,480.00	\$ 40,480.00	37.5
16	Fullerton	Yorbal Linda Bl	\$ -	\$ 102,465.00	\$ 102,465.00	31.0
17	Fullerton	Dorothy Ln/Campus Dr	\$ -	\$ 53,130.00	\$ 53,130.00	35.0
18	Fullerton	Arts Dr	\$ -	\$ 40,480.00	\$ 40,480.00	37.5
19	Fullerton	Nutwood Ave	\$ -	\$ 88,550.00	\$ 88,550.00	33.8
20	Fullerton	Chapman Ave (North)	\$ -	\$ 40,480.00	\$ 40,480.00	37.5
21	Fullerton	Commonwealth Ave	\$ -	\$ 54,395.00	\$ 54,395.00	31.7
22	Fullerton	Walnut Ave (Fender Ave)	\$ -	\$ 53,130.00	\$ 53,130.00	35.0
23	Fullerton	Valencia Dr	\$ -	\$ 40,480.00	\$ 40,480.00	37.5
24	Fullerton	Orangethorpe Ave	\$ -	\$ 53,130.00	\$ 53,130.00	11.7
25	Anaheim	Via Burton St	\$ -	\$ 35,420.00	\$ 35,420.00	35.0
26	Anaheim	SR-91WB Off-Ramp*	\$ -	\$ 2,500.00	\$ 2,500.00	50.0
27	Anaheim	SR-91 EB Off-Ramp*	\$ -	\$ 2,500.00	\$ 2,500.00	50.0
28	Anaheim	Placentia Ave/Romneya Dr	\$ -	\$ 142,945.00	\$ 142,945.00	34.2
29	Anaheim	Shopping Center (McDonald's)	\$ -	\$ 94,875.00	\$ 94,875.00	31.0
30	Anaheim	La Palma Ave	\$ -	\$ 98,670.00	\$ 98,670.00	37.0
31	Anaheim	Underhill Ave	\$ -	\$ 94,875.00	\$ 94,875.00	31.0
32	Anaheim	Lincoln Ave	\$ -	\$ 193,545.00	\$ 193,545.00	33.3
33	Anaheim	Shopping Center (Anaheim Town Sc	\$ -	\$ 64,515.00	\$ 64,515.00	31.3
34	Anaheim	Santa Ana St	\$ -	\$ 94,875.00	\$ 94,875.00	31.0
35	Anaheim	South St	\$ -	\$ 130,295.00	\$ 130,295.00	32.0
36	Anaheim	Vermont Ave	\$ -	\$ 127,765.00	\$ 127,765.00	33.0
37	Anaheim	Wagner Ave	\$ -	\$ 99,935.00	\$ 99,935.00	35.8
38	Anaheim	Ball Rd	\$ -	\$ 193,545.00	\$ 193,545.00	33.3
39	Anaheim	Winston Rd	\$ -	\$ 63,250.00	\$ 63,250.00	31.3
40	Anaheim	Cerritos Ave	\$ -	\$ 32,890.00	\$ 32,890.00	31.7
41	Anaheim	Howell Ave	\$ -	\$ 127,765.00	\$ 127,765.00	33.0
42	Anaheim	Railroad Crossing	\$ -	\$ 50,600.00	\$ 50,600.00	31.7
43	Anaheim	Katella Ave	\$ -	\$ 86,020.00	\$ 86,020.00	42.5
44	Anaheim	Gateway	\$ -	\$ 51,865.00	\$ 51,865.00	36.7
45	Anaheim	Gene Autry Wy	\$ -	\$ 73,370.00	\$ 73,370.00	46.7
46	Anaheim	Artisan Ct	\$ -	\$ 54,395.00	\$ 54,395.00	40.0
47	Anaheim	Orangewood Ave	\$ -	\$ 94,875.00	\$ 94,875.00	35.0
48	Orange	Orange Center Dr*	\$ -	\$ 2,500.00	\$ 2,500.00	50.0
49	Orange	I-5 NB Off-Ramp*	\$ -	\$ 2,500.00	\$ 2,500.00	50.0
50	Orange	I-5 SB Off-Ramp*	\$ -	\$ 2,500.00	\$ 2,500.00	50.0

## SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK

## c. Summary of Intersection Improvement Costs

LOC.	AGENCY	PROJECT CROSS STREETS	TASK 3 IMPROVEMENT TOTALS			
			Design	Construction	TOTAL	Average Score
51	Orange	Chapman Ave	\$ 1,200.00	\$ 7,908.00	\$ 9,108.00	15.0
52	Orange	Medical Center	\$ 18,600.00	\$ 122,574.00	\$ 141,174.00	31.3
53	Orange	Dawn Way	\$ 18,600.00	\$ 122,574.00	\$ 141,174.00	31.3
54	Orange	Steiner Way/Style St	\$ 18,600.00	\$ 122,574.00	\$ 141,174.00	31.3
55	Orange	Outlet Dr	\$ 18,600.00	\$ 122,574.00	\$ 141,174.00	31.3
56	Orange	Metropolitan Dr	\$ 18,600.00	\$ 122,574.00	\$ 141,174.00	31.3
57	Orange	SR-22 EB Off/On-Ramp*	\$ -	\$ 2,500.00	\$ 2,500.00	50.0
58	Orange	Garden Grove Bl	\$ 9,200.00	\$ 60,628.00	\$ 69,828.00	22.5
-	Brea	TMC Improvements	\$ -	\$ 31,625.00	\$ 31,625.00	30.0
-	Anaheim	TMC Improvements	\$ -	\$ 63,250.00	\$ 63,250.00	20.0
-	Fullerton	TMC Improvements	\$ -	\$ 88,550.00	\$ 88,550.00	30.0
-		0 TMC Improvements	\$ -	\$ -	\$ -	
<b>SIGNAL IMPROVEMENT TOTAL =</b>					<b>\$ 4,070,463.50</b>	<b>33.6</b>

**SECTION 5: DETAILED LOCAL MATCH COMMITMENT**

**PART 1: AGENCY TOTAL MATCH SUMMARY**

Agency	CASH		IN-KIND		TOTAL MATCH	
	PI	OMM	PI	OMM	PI	OMM
Brea	\$75,288.50	\$12,760.00	\$0.00	\$0.00	\$75,288.50	\$12,760.00
	<b>\$88,048.50</b>		<b>\$0.00</b>		<b>\$88,048.50</b>	
Fullerton	\$187,535.00	\$15,080.00	\$0.00	\$0.00	\$187,535.00	\$15,080.00
	<b>\$202,615.00</b>		<b>\$0.00</b>		<b>\$202,615.00</b>	
Anaheim	\$437,608.00	\$26,680.00	\$0.00	\$0.00	\$437,608.00	\$26,680.00
	<b>\$464,288.00</b>		<b>\$0.00</b>		<b>\$464,288.00</b>	
Orange	\$172,861.20	\$12,760.00	\$0.00	\$0.00	\$172,861.20	\$12,760.00
	<b>\$185,621.20</b>		<b>\$0.00</b>		<b>\$185,621.20</b>	
0	\$0.00	\$0.00			\$0.00	\$0.00
	<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>	
0	\$0.00	\$0.00			\$0.00	\$0.00
	<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>	
TOTAL MATCH	\$873,292.70	\$67,280.00	\$0.00	\$0.00	\$873,292.70	\$67,280.00
	<b>\$940,572.70</b>		<b>\$0.00</b>		<b>\$940,572.70</b>	

**PART 2: MATCH BREAKDOWN (CASH vs IN-KIND SERVICES)**

**A. Cash Match**

Agency	Funding Source	Amount of Cash Contribution
Brea	Developer Funds, Measure M, Gas Tax	\$88,048.50
Fullerton	Gas Tax	\$202,615.00
Anaheim	Gas Tax	\$464,288.00
Orange	Gas Tax, Measure M2 Fairshare	\$185,621.20
		\$0.00
		\$0.00
<b>TOTAL CASH MATCH:</b>		<b>\$754,951.50</b>

**B. In-Kind Services**

i. Specific Improvements (List items and Cost):

Agency	Description	Expenditure
Select a City		
<b>Total Specific Improvements (I):</b>		<b>\$0.00</b>

**SECTION 5: DETAILED LOCAL MATCH COMMITMENT**

*ii. Staffing Commitment:*

Agency	Staff Position	Type of Service to Project	No. of Hours	Fully Burdened Hourly Rate	Total*
Select a City					\$0.00
					\$0.00
					\$0.00
					\$0.00
<i>Total for City of Select a City:</i>					\$0.00
Select a City					\$0.00
					\$0.00
					\$0.00
					\$0.00
<i>Total for City of Select a City:</i>					\$0.00
Select a City					\$0.00
					\$0.00
					\$0.00
					\$0.00
<i>Total for City of Select a City:</i>					\$0.00
Select a City					\$0.00
					\$0.00
					\$0.00
					\$0.00
<i>Total for City of Select a City:</i>					\$0.00
Select a City					\$0.00
					\$0.00
					\$0.00
					\$0.00
<i>Total for City of Select a City:</i>					\$0.00
Select a City					\$0.00
					\$0.00
					\$0.00
					\$0.00
<i>Total for City of Select a City:</i>					\$0.00
<b>Total Staffing Commitment (ii):</b>					\$0.00
<b>TOTAL IN-KIND MATCH* (i + ii):</b>					\$0.00

\*Total amount is the required participation by the identified agency. The number of hours and hourly rate will be based on each agency's actual fully burdened billing rates, which must collectively equal the same value of the assigned "Total" dollars. Each agency will be responsible for keeping detailed records of hours worked and description of work. An accounting record of personnel, hours at fully burdened rate shall be included with the in-kind report submittals. Records will be subject to auditing. In-kind match can be converted to Cash Match, but Cash Match cannot be converted to in-kind match.

**SECTION 6: PROJECT SCHEDULE BY TASK**

a. Projected Start and End Dates:

**Project start date:** October 1, 2025

**Project end date:** December 31, 2029

b. Projected Schedule by Task

<b>Task</b>	<b>Starting Date</b>	<b>Ending Date</b>
Task 1: Project Management - PI Phase	October 1, 2025	December 31, 2027
Task 2: Data Collection	October 1, 2025	May 30, 2026
Task 3: System Design and Construction	October 1, 2025	December 31, 2027
Task 4: Signal Timing Optimization and Implementation	October 1, 2025	December 31, 2027
Task 5: Project Report	August 1, 2027	December 31, 2027
Task 6: Project Management - O&M Phase	January 1, 2027	December 31, 2029
Task 7: Continuing Support	January 1, 2027	December 31, 2029
Task 8: Final Technical Memorandum	September 1, 2029	December 31, 2029

# **Appendix A**

## **CALCULATIONS AND ESTIMATED POINTS**

**APPENDIX A: CALCULATIONS AND ESTIMATED POINTS**

<b>Criteria (Max Points)</b>	<b>Estimated Points</b>
<p>1. Transportation Significance (25 points)</p> <p><u>Yes</u>, all agencies are participating in the Countywide Baseline Project</p> <p>Inclusion of offset signals on MPAH w/in 2,700'</p> <p># of offset signals on project / total # of offset signals:    <u>0</u>    /    <u>35</u>    =    <u>100.0%</u></p> <p style="text-align: right;">=    10</p> <p style="text-align: right;">Vehicle Miles Traveled (VMT):    <u>280,700</u>    =    15</p>	25
<p>2. Economic Effectiveness (Cost to Benefit Ratio): (10 points)</p> <p>Calculation for Total Project Cost / VMT =    <u>\$4,702,864</u>    /    <u>280,700</u>    =    <u>16.75</u></p>	5
<p>3. Project Characteristics: (20 points)</p> <p style="text-align: right;">Average project improvement score =    <u>33.6</u></p>	10
<p>4. Project Scale: (20 points)</p> <p style="text-align: right;"># of signals along entire length of corridor(s):    <u>78</u>    =    10</p> <p style="text-align: right;"># of signals being synched / total # of corridor signals:    <u>58</u>    /    <u>78</u>    =    <u>74.4%</u></p> <p style="text-align: right;">=    6</p>	16
<p>5. Number of Jurisdictions: (15 points)</p> <p style="text-align: center;"><u>5</u> Participating Jurisdiction(s)</p>	15
<p>6. Current Project Status (5 points)</p> <p style="text-align: right;"><u>None</u> =    0</p>	0
<p>7. Funding Match: (5 points)</p> <p style="text-align: right;"><u>\$940,572.70</u>    /    <u>\$4,702,863.50</u>    =    <u>20.00%</u></p>	0
<b>Total Estimated Points:</b>	<b>71</b>

# **Appendix B**

## **AGENCY IMPROVEMENT CALCULATIONS**

TABLE I: AGENCY IMPROVEMENT PREFERENCES

Yes  No

CATEGORIES	ID	ITEM DESCRIPTION	UNIT PRICE (MATERIAL + LABOR)				APPLICABLE DESIGN COST PER UNIT				VENDOR/BRAND & ADDITIONAL NOTES			
			Anaheim	Brea	Fullerton	Orange	Anaheim	Brea	Fullerton	Orange	Anaheim	Brea	Fullerton	Orange
Comm	1	Above ground (e.g. wireless, cellular, etc.)												
	2	Fiber Optic underground	\$10,000	\$4,000	\$24,000	\$6,000				\$1,200	upgrade fiber optic cable with Etherwan switches with SPF and FDUs	New Etherwan Fiber Switches with SFP Modules.	Corning cables, housing & connectors, jumpers, splice trays & enclosures, switches, power supply, cat6E cables	Fiber Switch & power supply, SFPs, Fiber Patch Panel
	3	All other (e.g. copper, aerial fiber, GPS, etc.)												
Field Elements	4	ATC signal controller	\$6,000	\$7,500	\$8,000	\$7,000				\$1,400	2070L/2070LN with EOS	Furnish and Install New Cubic Commander ATC NT2 Controller with Scout Software. Convert signal timing (incuding adaptive parameters) to new format and integrate with ATMS/Synchrogreen.	Q-Free	Econolite Cobalt w/ ASC3
	5	Signal cabinet on existing foundation	\$24,000	\$45,000		\$40,000				\$8,000	Type P Cabinet w/new service	Cubic NEMA P cabinet with Service and SCE Design Fee.		Use existing foundation as is or modify foundation, Econolite TS Type II P Cabinet, reuse existing SCE service
	6	Signal cabinet on new foundation	\$60,000	\$55,000	\$45,000						Type 333 Cabinet w/new service	Cubic NEMA P cabinet with Service and SCE Design Fee.	Type P or P+, Type 332 and Type 352i cabinets	
	7	BBS/USP (attached)			\$11,000								Alpha	
	8	BBS/UPS on existing foundation												
	9	BBS/UPS on new foundation												
	10	CCTV	\$10,000	\$10,000	\$10,000						Axis	Axis Q6000 series (multisensor 360) & Axis PTZ	Axis	
	11	Vehicle detection (ATSPM inputs + counts)												
	12	Vehicle detection (ATSPM inputs)												
	13	Vehicle detection + bicycle detection	\$25,000	\$35,000	\$28,000						Econolite	Iteris Vantage Next System	Iteris Next	
	14	Vehicle detection				\$40,000				\$8,000				Iteris or Econolite VDS
	15	Bicycle detection												
	16	Pedestrian detection (audible)	\$2,000								APS			
	17	Pedestrian detection												
	18	Active transportation/pedestrian safety												
	19	Transit Signal Priority												
	20	EVP (hybrid or GPS)	\$12,000								GPS EVP			
	21	EVP (infrared)												
	22	Speed feedback signs (existing post)												
23	Speed feedback signs (new post)													
24	Signal Performance Monitoring	\$50,000								SPMs and RSUs				
Minor Signal Op Improve	25	Channelization												
	26	Signal phasing improvement												

APPENDIX B: AGENCY IMPROVEMENT CALCULATIONS

TABLE II: DESCRIPTION OF WORK BY INTERSECTION

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	DESCRIPTION OF WORK																																	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	34				
1	Brea	Cliffwood Ave		1		1					1																									
2	Brea	Balsa Ave		1		1																														
3	Brea	Lambert Rd																																		
4	Brea	Avocado St / Tracks									1																									
5	Brea	Corporate																																		
6	Brea	Birch St									1																									
7	Brea	Brea Mall North					1																													
8	Brea	Brea Mall Center							1																											
9	Brea	Brea Mall South							1																											
10	Brea	Imperial Hwy*																																		
11	Brea	Elm St		1		1						1																								
12	Fullerton	Rolling Hills Dr		1		1						1																								
13	Fullerton	Delicata Dr		1		1							1																							
14	Fullerton	Bastanchury Rd		1		1						1																								
15	Fullerton	Palmetto Terrace/Mountain Ridge Dr		1		1																														
16	Fullerton	Yorbal Linda Bl		1		1						1																								
17	Fullerton	Dorothy Ln/Campus Dr		1		1						1																								
18	Fullerton	Arts Dr		1		1						1																								
19	Fullerton	Nutwood Ave		1		1						1																								
20	Fullerton	Chapman Ave (North)		1		1						1																								
21	Fullerton	Commonwealth Ave		1		1							1																							
22	Fullerton	Walnut Ave (Fender Ave)		1		1						1																								
23	Fullerton	Valencia Dr		1		1																														
24	Fullerton	Orangethorpe Ave		1		1						1																								
25	Anaheim	Via Burton St		1		1																														
26	Anaheim	SR-91WB Off-Ramp*																																	1	
27	Anaheim	SR-91 EB Off-Ramp*																																	1	
28	Anaheim	Placentia Ave/Romneya Dr		1		1						1																								
29	Anaheim	Shopping Center (McDonald's)		1		1	1					1																								
30	Anaheim	La Palma Ave		1		1						1																								
31	Anaheim	Underhill Ave		1		1	1					1																								
32	Anaheim	Lincoln Ave		1		1		1																												
33	Anaheim	Shopping Center (Anaheim Town Square)		1		1						1																								
34	Anaheim	Santa Ana St		1		1	1					1																								
35	Anaheim	South St		1		1		1																												
36	Anaheim	Vermont Ave		1		1						1																								
37	Anaheim	Wagner Ave		1		1	1																													
38	Anaheim	Ball Rd		1		1		1																												
39	Anaheim	Winston Rd		1		1	1					1																								
40	Anaheim	Cerritos Ave		1		1						1																								



APPENDIX B: AGENCY IMPROVEMENT CALCULATIONS

TABLE II: DESCRIPTION OF WORK BY INTERSECTION

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	SIGNAL IMPROVEMENT COSTS						NOTES
			Design	Construction	Construction Management & Inspection	Contingency	Caltrans Cooperative Agreement Fees (\$2,500)	TOTAL	
					15%	10%			
1	Brea	Cliffwood Ave	\$ -	\$ 21,500.00	\$ 3,225.00	\$ 2,472.50	\$ -	\$ 27,197.50	
2	Brea	Balsa Ave	\$ -	\$ 11,500.00	\$ 1,725.00	\$ 1,322.50	\$ -	\$ 14,547.50	
3	Brea	Lambert Rd	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No improvements included in this project. Included in on-going TSSP project.
4	Brea	Avocado St / Tracks	\$ -	\$ 10,000.00	\$ 1,500.00	\$ 1,150.00	\$ -	\$ 12,650.00	
5	Brea	Corporate	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
6	Brea	Birch St	\$ -	\$ 10,000.00	\$ 1,500.00	\$ 1,150.00	\$ -	\$ 12,650.00	
7	Brea	Brea Mall North	\$ -	\$ 45,000.00	\$ 6,750.00	\$ 5,175.00	\$ -	\$ 56,925.00	
8	Brea	Brea Mall Center	\$ -	\$ 55,000.00	\$ 8,250.00	\$ 6,325.00	\$ -	\$ 69,575.00	
9	Brea	Brea Mall South	\$ -	\$ 55,000.00	\$ 8,250.00	\$ 6,325.00	\$ -	\$ 69,575.00	
10	Brea	Imperial Hwy*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No improvements included in this project. Included in on-going TSSP project.
11	Brea	Elm St	\$ -	\$ 21,500.00	\$ 3,225.00	\$ 2,472.50	\$ -	\$ 27,197.50	
12	Fullerton	Rolling Hills Dr	\$ -	\$ 53,000.00	\$ 7,950.00	\$ 6,095.00	\$ -	\$ 67,045.00	
13	Fullerton	Delicata Dr	\$ -	\$ 43,000.00	\$ 6,450.00	\$ 4,945.00	\$ -	\$ 54,395.00	
14	Fullerton	Bastanchury Rd	\$ -	\$ 81,000.00	\$ 12,150.00	\$ 9,315.00	\$ -	\$ 102,465.00	
15	Fullerton	Palmetto Terrace/Mountain Ridge Dr	\$ -	\$ 32,000.00	\$ 4,800.00	\$ 3,680.00	\$ -	\$ 40,480.00	
16	Fullerton	Yorbal Linda Bl	\$ -	\$ 81,000.00	\$ 12,150.00	\$ 9,315.00	\$ -	\$ 102,465.00	
17	Fullerton	Dorothy Ln/Campus Dr	\$ -	\$ 42,000.00	\$ 6,300.00	\$ 4,830.00	\$ -	\$ 53,130.00	
18	Fullerton	Arts Dr	\$ -	\$ 32,000.00	\$ 4,800.00	\$ 3,680.00	\$ -	\$ 40,480.00	
19	Fullerton	Nutwood Ave	\$ -	\$ 70,000.00	\$ 10,500.00	\$ 8,050.00	\$ -	\$ 88,550.00	
20	Fullerton	Chapman Ave (North)	\$ -	\$ 32,000.00	\$ 4,800.00	\$ 3,680.00	\$ -	\$ 40,480.00	
21	Fullerton	Commonwealth Ave	\$ -	\$ 43,000.00	\$ 6,450.00	\$ 4,945.00	\$ -	\$ 54,395.00	
22	Fullerton	Walnut Ave (Fender Ave)	\$ -	\$ 42,000.00	\$ 6,300.00	\$ 4,830.00	\$ -	\$ 53,130.00	
23	Fullerton	Valencia Dr	\$ -	\$ 32,000.00	\$ 4,800.00	\$ 3,680.00	\$ -	\$ 40,480.00	
24	Fullerton	Orangethorpe Ave	\$ -	\$ 42,000.00	\$ 6,300.00	\$ 4,830.00	\$ -	\$ 53,130.00	
25	Anaheim	Via Burton St	\$ -	\$ 28,000.00	\$ 4,200.00	\$ 3,220.00	\$ -	\$ 35,420.00	
26	Anaheim	SR-91WB Off-Ramp*	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	
27	Anaheim	SR-91 EB Off-Ramp*	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	
28	Anaheim	Placentia Ave/Romneya Dr	\$ -	\$ 113,000.00	\$ 16,950.00	\$ 12,995.00	\$ -	\$ 142,945.00	
29	Anaheim	Shopping Center (McDonald's)	\$ -	\$ 75,000.00	\$ 11,250.00	\$ 8,625.00	\$ -	\$ 94,875.00	
30	Anaheim	La Palma Ave	\$ -	\$ 78,000.00	\$ 11,700.00	\$ 8,970.00	\$ -	\$ 98,670.00	
31	Anaheim	Underhill Ave	\$ -	\$ 75,000.00	\$ 11,250.00	\$ 8,625.00	\$ -	\$ 94,875.00	
32	Anaheim	Lincoln Ave	\$ -	\$ 153,000.00	\$ 22,950.00	\$ 17,595.00	\$ -	\$ 193,545.00	
33	Anaheim	Shopping Center (Anaheim Town Square)	\$ -	\$ 51,000.00	\$ 7,650.00	\$ 5,865.00	\$ -	\$ 64,515.00	
34	Anaheim	Santa Ana St	\$ -	\$ 75,000.00	\$ 11,250.00	\$ 8,625.00	\$ -	\$ 94,875.00	
35	Anaheim	South St	\$ -	\$ 103,000.00	\$ 15,450.00	\$ 11,845.00	\$ -	\$ 130,295.00	
36	Anaheim	Vermont Ave	\$ -	\$ 101,000.00	\$ 15,150.00	\$ 11,615.00	\$ -	\$ 127,765.00	
37	Anaheim	Wagner Ave	\$ -	\$ 79,000.00	\$ 11,850.00	\$ 9,085.00	\$ -	\$ 99,935.00	
38	Anaheim	Ball Rd	\$ -	\$ 153,000.00	\$ 22,950.00	\$ 17,595.00	\$ -	\$ 193,545.00	
39	Anaheim	Winston Rd	\$ -	\$ 50,000.00	\$ 7,500.00	\$ 5,750.00	\$ -	\$ 63,250.00	
40	Anaheim	Cerritos Ave	\$ -	\$ 26,000.00	\$ 3,900.00	\$ 2,990.00	\$ -	\$ 32,890.00	

APPENDIX B: AGENCY IMPROVEMENT CALCULATIONS

TABLE II: DESCRIPTION OF WORK BY INTERSECTION

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	SIGNAL IMPROVEMENT COSTS						NOTES
			Design	Construction	Construction Management & Inspection	Contingency	Caltrans Cooperative Agreement Fees (\$2,500)	TOTAL	
					15%	10%			
41	Anaheim	Howell Ave	\$ -	\$ 101,000.00	\$ 15,150.00	\$ 11,615.00	\$ -	\$ 127,765.00	
42	Anaheim	Railroad Crossing	\$ -	\$ 40,000.00	\$ 6,000.00	\$ 4,600.00	\$ -	\$ 50,600.00	
43	Anaheim	Katella Ave	\$ -	\$ 68,000.00	\$ 10,200.00	\$ 7,820.00	\$ -	\$ 86,020.00	
44	Anaheim	Gateway	\$ -	\$ 41,000.00	\$ 6,150.00	\$ 4,715.00	\$ -	\$ 51,865.00	
45	Anaheim	Gene Autry Wy	\$ -	\$ 58,000.00	\$ 8,700.00	\$ 6,670.00	\$ -	\$ 73,370.00	
46	Anaheim	Artisan Ct	\$ -	\$ 43,000.00	\$ 6,450.00	\$ 4,945.00	\$ -	\$ 54,395.00	
47	Anaheim	Orangewood Ave	\$ -	\$ 75,000.00	\$ 11,250.00	\$ 8,625.00	\$ -	\$ 94,875.00	
48	Orange	Orange Center Dr*	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	
49	Orange	I-5 NB Off-Ramp*	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	
50	Orange	I-5 SB Off-Ramp*	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	
51	Orange	Chapman Ave	\$ 1,200.00	\$ 6,000.00	\$ 1,080.00	\$ 828.00	\$ -	\$ 9,108.00	
52	Orange	Medical Center	\$ 18,600.00	\$ 93,000.00	\$ 16,740.00	\$ 12,834.00	\$ -	\$ 141,174.00	
53	Orange	Dawn Way	\$ 18,600.00	\$ 93,000.00	\$ 16,740.00	\$ 12,834.00	\$ -	\$ 141,174.00	
54	Orange	Steiner Way/Style St	\$ 18,600.00	\$ 93,000.00	\$ 16,740.00	\$ 12,834.00	\$ -	\$ 141,174.00	
55	Orange	Outlet Dr	\$ 18,600.00	\$ 93,000.00	\$ 16,740.00	\$ 12,834.00	\$ -	\$ 141,174.00	
56	Orange	Metropolitan Dr	\$ 18,600.00	\$ 93,000.00	\$ 16,740.00	\$ 12,834.00	\$ -	\$ 141,174.00	
57	Orange	SR-22 EB Off/On-Ramp*	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00	
58	Orange	Garden Grove Bl	\$ 9,200.00	\$ 46,000.00	\$ 8,280.00	\$ 6,348.00	\$ -	\$ 69,828.00	
-	Brea	TMC Improvements	\$ -	\$ 25,000.00	\$ 3,750.00	\$ 2,875.00	\$ -	\$ 31,625.00	
-	Anaheim	TMC Improvements	\$ -	\$ 50,000.00	\$ 7,500.00	\$ 5,750.00	\$ -	\$ 63,250.00	
-	Fullerton	TMC Improvements	\$ -	\$ 70,000.00	\$ 10,500.00	\$ 8,050.00	\$ -	\$ 88,550.00	
-		TMC Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>QUANTITY TOTAL =</b>			<b>SIGNAL IMPROVEMENT TOTAL =</b>					<b>\$ 4,070,463.50</b>	



TABLE III: PROJECT AVERAGE IMPROVEMENT SCORES

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	DESCRIPTION OF WORK																						0/5+ or <5	0/10+ or < 10									
			Above ground (e.g. wireless, cellular, etc.)	Fiber Optic underground	All other (e.g. copper, aerial fiber, GPS, etc.)	ATC signal controller	Signal cabinet on existing foundation	Signal cabinet on new foundation	BBS/USP (attached)	BBS/UPS on existing foundation	BBS/UPS on new foundation	CCTV	Vehicle detection (ATSPM inputs + counts)	Vehicle detection (ATSPM inputs)	Vehicle detection + bicycle detection	Vehicle detection	Bicycle detection	Pedestrian detection (audible)	Pedestrian detection	Active transportation/pedestrian safety	Transit Signal Priority	EVP (hybrid or GPS)	EVP (infrared)	Speed feedback signs (existing post)		Speed feedback signs (new post)	Signal Performance Monitoring	Channelization	Signal phasing improvement	Central System (server, licenses, workstations)	Display (video wall, VMS, etc.)	UPS for TMC			
			Time Source			None/5+ Years or Within 5 Years																													
41	Anaheim	Howell Ave	15	50						30			30													40									
42	Anaheim	Railroad Crossing	15	50	30																														
43	Anaheim	Katella Ave		50						30						50										40									
44	Anaheim	Gateway		50						30			30																						
45	Anaheim	Gene Autry Wy		50												50										40									
46	Anaheim	Artisan Ct		50									30								40					40									
47	Anaheim	Orangewood Ave											30													40									
48	Orange	Orange Center Dr*																																	
49	Orange	I-5 NB Off-Ramp*																																	
50	Orange	I-5 SB Off-Ramp*																																	
51	Orange	Chapman Ave	15																																
52	Orange	Medical Center	15	50	30									30																					
53	Orange	Dawn Way	15	50	30									30																					
54	Orange	Steiner Way/Style St	15	50	30									30																					
55	Orange	Outlet Dr	15	50	30									30																					
56	Orange	Metropolitan Dr	15	50	30									30																					
57	Orange	SR-22 EB Off/On-Ramp*																																	
58	Orange	Garden Grove Bl	15											30																					
-	Brea	TMC Improvements																														40	30	20	
-	Anaheim	TMC Improvements																														20		20	
-	Fullerton	TMC Improvements																													40	30	20		
-	0	TMC Improvements																																	

TABLE III: PROJECT AVERAGE IMPROVEMENT SCORES

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	Timing Only	Timing + Traffic Responsive (license only)	Timing + Peer-to-Peer (configuration only)	Timing + Traffic Adaptive (license only)	Caltrans Cooperative Agreement	AVERAGE IMPROVEMENT SCORE	NOTES
			Online or Offline	Y/N					
1	Brea	Cliffwood Ave						35.0	
2	Brea	Balsa Ave						37.5	
3	Brea	Lambert Rd							No improvements included in this project. Included in on-going TSSP project.
4	Brea	Avocado St / Tracks						30.0	
5	Brea	Corporate							
6	Brea	Birch St						30.0	
7	Brea	Brea Mall North						30.0	
8	Brea	Brea Mall Center						15.0	
9	Brea	Brea Mall South						15.0	
10	Brea	Imperial Hwy*							No improvements included in this project. Included in on-going TSSP project.
11	Brea	Elm St						35.0	
12	Fullerton	Rolling Hills Dr						31.3	
13	Fullerton	Delicata Dr						31.7	
14	Fullerton	Bastanchury Rd						31.0	
15	Fullerton	Palmetto Terrace/Mountain Ridge Dr						37.5	
16	Fullerton	Yorbal Linda Bl						31.0	
17	Fullerton	Dorothy Ln/Campus Dr						35.0	
18	Fullerton	Arts Dr						37.5	
19	Fullerton	Nutwood Ave						33.8	
20	Fullerton	Chapman Ave (North)						37.5	
21	Fullerton	Commonwealth Ave						31.7	
22	Fullerton	Walnut Ave (Fender Ave)						35.0	
23	Fullerton	Valencia Dr						37.5	
24	Fullerton	Orangethorpe Ave						11.7	
25	Anaheim	Via Burton St						35.0	
26	Anaheim	SR-91WB Off-Ramp*					50	50.0	
27	Anaheim	SR-91 EB Off-Ramp*					50	50.0	
28	Anaheim	Placentia Ave/Romneya Dr						34.2	
29	Anaheim	Shopping Center (McDonald's)						31.0	
30	Anaheim	La Palma Ave						37.0	
31	Anaheim	Underhill Ave						31.0	
32	Anaheim	Lincoln Ave						33.3	
33	Anaheim	Shopping Center (Anaheim Town Square)						31.3	
34	Anaheim	Santa Ana St						31.0	
35	Anaheim	South St						32.0	
36	Anaheim	Vermont Ave						33.0	
37	Anaheim	Wagner Ave						35.8	
38	Anaheim	Ball Rd						33.3	
39	Anaheim	Winston Rd						31.3	
40	Anaheim	Cerritos Ave						31.7	

TABLE III: PROJECT AVERAGE IMPROVEMENT SCORES

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	Timing Only	Timing + Traffic Responsive (license only)	Timing + Peer-to-Peer (configuration only)	Timing + Traffic Adaptive (license only)	Caltrans Cooperative Agreement	AVERAGE IMPROVEMENT SCORE	NOTES
			Online or Offline		Y/N				
41	Anaheim	Howell Ave						33.0	
42	Anaheim	Railroad Crossing						31.7	
43	Anaheim	Katella Ave						42.5	
44	Anaheim	Gateway						36.7	
45	Anaheim	Gene Autry Wy						46.7	
46	Anaheim	Artisan Ct						40.0	
47	Anaheim	Orangewood Ave						35.0	
48	Orange	Orange Center Dr*					50	50.0	
49	Orange	I-5 NB Off-Ramp*					50	50.0	
50	Orange	I-5 SB Off-Ramp*					50	50.0	
51	Orange	Chapman Ave						15.0	
52	Orange	Medical Center						31.3	
53	Orange	Dawn Way						31.3	
54	Orange	Steiner Way/Style St						31.3	
55	Orange	Outlet Dr						31.3	
56	Orange	Metropolitan Dr						31.3	
57	Orange	SR-22 EB Off/On-Ramp*					50	50.0	
58	Orange	Garden Grove Bl						22.5	
-	Brea	TMC Improvements						30.0	
-	Anaheim	TMC Improvements						20.0	
-	Fullerton	TMC Improvements						30.0	
-	0	TMC Improvements							
<b>AVERAGE SCORE =</b>								<b>33.6</b>	

# **Appendix C**

## **VEHICLE MILES TRAVELED (VMT)**

**APPENDIX C: VEHICLE MILES TRAVELED (VMT)**

Segment	ADTs	Distance	VMT
State College (Brea NCL to Birch)	13,457	0.98	19,677
State College (Birch to Elm St)	18,145	0.87	15,786
State College (Fullerton NCL to Bastanchury Rd)	22,000	0.76	16,720
State College (Bastanchury Rd to Yorba Linda Blvd)	20,700	0.70	14,490
State College (Yorba Linda Blvd to Dorothy Ln)	29,600	0.45	13,320
State College (Dorothy Ln to Chapman Ave)	29,700	0.50	14,850
State College (Chapman Ave to Commonwealth Ave)	24,500	0.25	6,125
State College (Commonwealth Ave to SCL)	29,300	0.88	25,784
State College (Via Burton to La Palma Ave)	35,887	0.71	25,480
State College (La Palma Ave to Lincoln Ave)	28,252	0.50	14,126
State College (Lincoln Ave to South St)	29,508	0.50	14,754
State College (South St to Wagner Ave)	27,242	0.50	13,621
State College (Wagner Ave to Ball Rd)	25,841	0.50	12,921
State College (Ball Rd to Cerritos Ave)	22,186	0.50	11,093
State College (Cerritos Ave to Katella Ave)	24,895	0.50	12,448
State College (Katella Ave to Anaheim SCL)	20,710	0.50	10,355
The City Dr (Orange City Limit to Chapman Ave)	26,800	0.37	9,916
The City Drive (Style St to Chapman Ave)	27,300	0.35	9,555
The City Drive (22 Fwy to Style St)	24,000	0.54	12,960
The City Drive (Garden Grove Bl to 22 Fwy)	16,000	0.42	6,720
<b>Total Project VMT:</b>		<b>11.28</b>	<b>280,700</b>

Source:

City of Anaheim - City Traffic Counters 2024  
City of Orange - Citywide ADT 2024  
City of Brea - NDS 2024  
City of Fullerton - Citywide ADT 2024

National Data & Surveying Services

Intersection Turning Movement Count

Location: N State College Blvd & E Lambert Rd  
 City: Brea  
 Control: Signalized

Project ID: 19-01101-003  
 Date: 5/18/2019

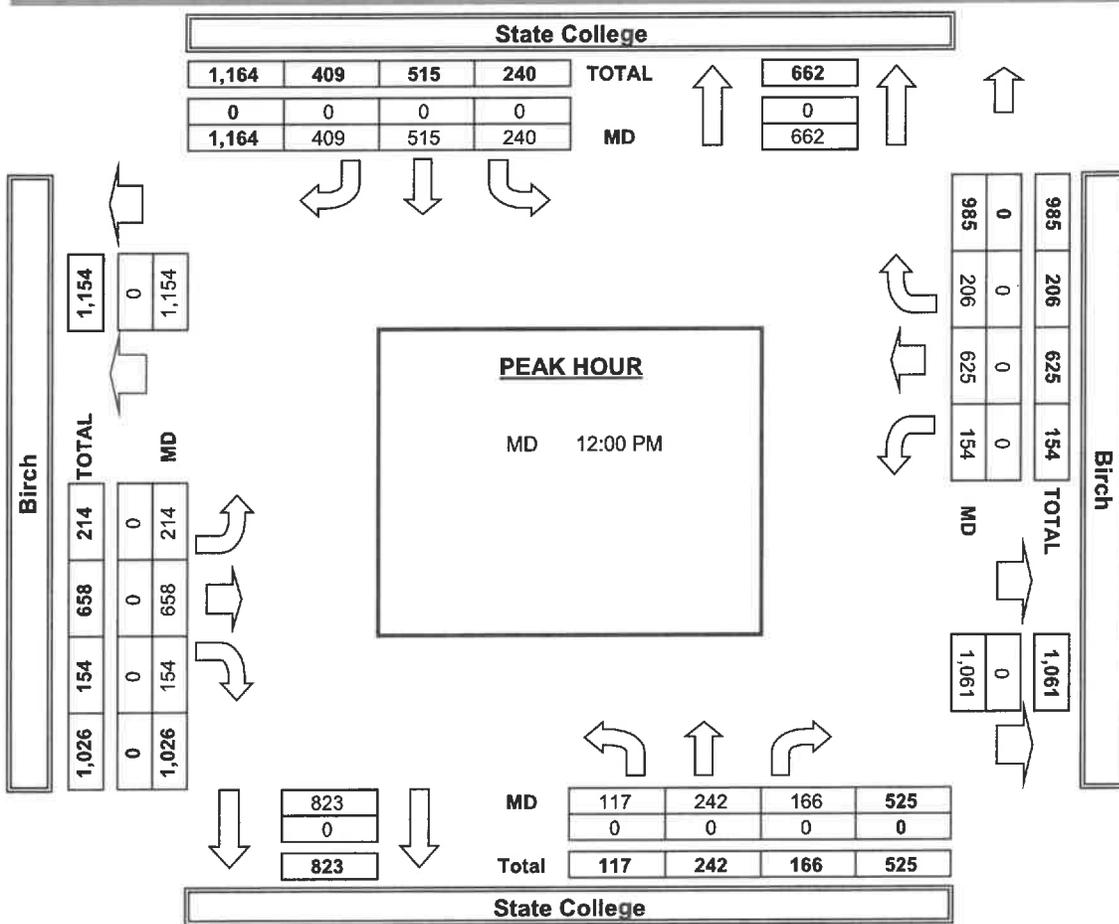
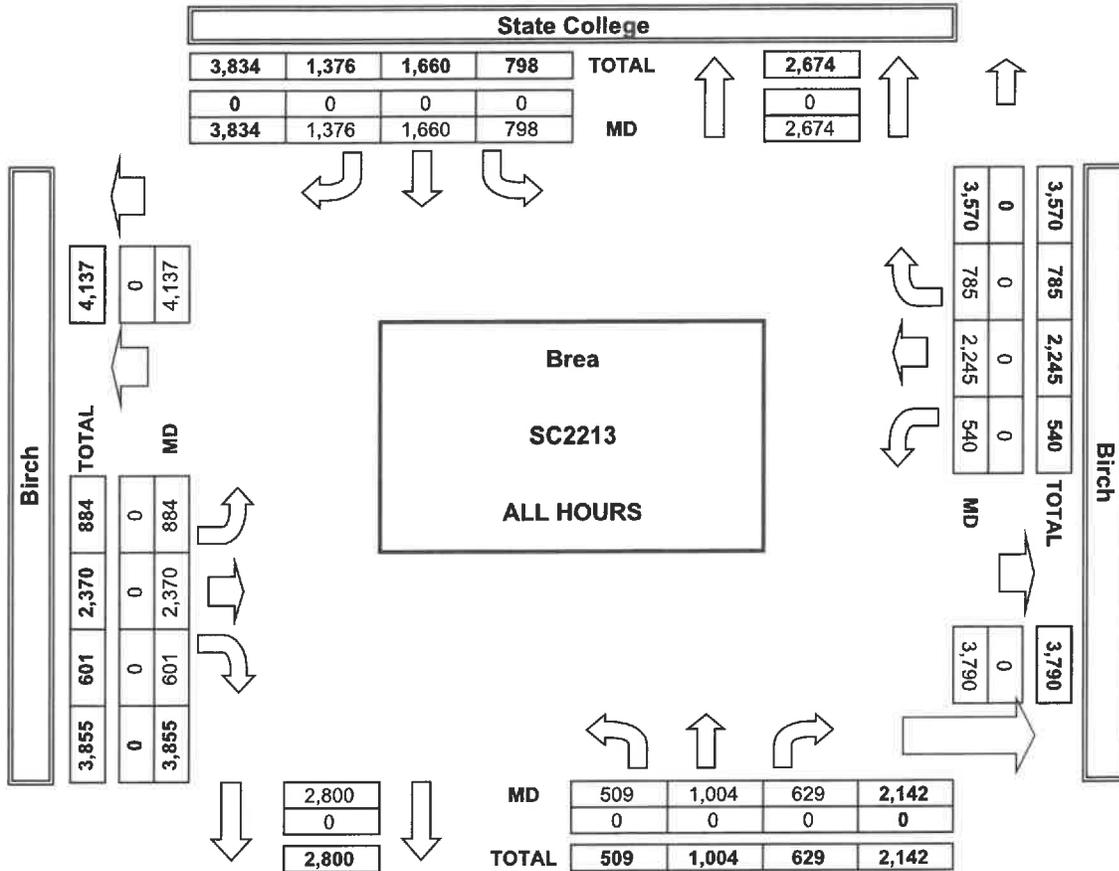
Total

NS/EW Streets:	N State College Blvd				N State College Blvd				E Lambert Rd				E Lambert Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
11:00 AM	2	1.5	1.5	0	2	2	0	0	2	3.5	0.5	0	2	3	1	0	1031
11:15 AM	27	46	46	0	127	65	2	0	3	198	27	1	101	244	140	4	1118
11:30 AM	22	57	69	0	125	65	0	0	6	202	45	0	113	275	139	0	1196
11:45 AM	25	62	75	0	161	86	1	0	1	208	37	0	104	292	142	2	1180
12:00 PM	29	54	65	0	119	89	2	0	3	185	45	0	111	341	137	0	1255
12:15 PM	26	59	55	0	105	81	0	0	3	217	64	0	138	352	154	1	1258
12:30 PM	31	60	90	0	122	87	2	0	4	212	54	0	144	303	148	1	1357
12:45 PM	28	60	76	0	106	73	2	0	6	275	73	0	150	335	171	2	1318
1:00 PM	37	54	76	0	139	91	1	0	4	220	56	0	175	280	183	2	1185
1:15 PM	29	51	66	0	142	76	1	0	4	228	53	0	115	257	163	0	1185
1:30 PM	33	69	84	0	108	73	2	0	2	265	49	0	101	248	148	3	1201
1:45 PM	23	58	95	0	116	75	3	0	4	236	54	1	104	274	157	1	1293
2:00 PM	22	76	84	0	140	84	2	0	6	238	51	0	122	293	173	2	1221
2:15 PM	32	62	88	0	128	60	1	0	2	246	34	0	107	296	164	1	1185
2:30 PM	38	62	84	0	127	61	6	0	3	180	41	0	117	301	161	4	1274
2:45 PM	35	64	100	0	131	62	3	0	2	236	42	0	107	333	158	1	1285
	29	59	91	0	124	84	0	0	6	250	52	0	131	283	176	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	466	953	1244	0	2020	1212	28	0	59	3596	777	2	1940	4707	2514	24	19542
	17.50%	35.79%	46.71%	0.00%	61.96%	37.18%	0.86%	0.00%	1.33%	81.10%	17.52%	0.05%	21.12%	51.25%	27.37%	0.26%	
<b>PEAK HR :</b>	12:00 PM - 01:00 PM																TOTAL
<b>PEAK HR VOL :</b>	122	233	297	0	472	332	5	0	17	924	247	0	607	1270	656	6	5188
<b>PEAK HR FACTOR :</b>	0.824	0.971	0.825	0.000	0.849	0.912	0.625	0.000	0.708	0.840	0.846	0.000	0.867	0.902	0.896	0.750	0.956
	0.901				0.876				0.839				0.965				





**AimTD LLC**  
TURNING MOVEMENT COUNTS



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: State College Blvd & Birch St  
 City: Brea  
 Control: Signalized

Project ID: 18-01231-005  
 Date: 11/13/2018

### Total

NS/EW Streets:	State College Blvd				State College Blvd				Birch St				Birch St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	2 NL	2 NT	1 NR	0 NU	2 SL	2 ST	0 SR	0 SU	2 EL	2 ET	1 ER	0 EU	2 WL	2 WT	1 WR	0 WU	TOTAL
7:00 AM	12	23	11	0	116	168	22	0	16	95	7	0	20	76	40	0	606
7:15 AM	21	19	19	0	131	235	13	0	9	89	10	0	20	85	43	0	694
7:30 AM	14	22	24	0	160	220	30	0	20	137	14	0	10	114	58	0	823
7:45 AM	20	34	27	0	184	144	49	0	23	121	8	0	19	172	88	0	889
8:00 AM	16	37	20	0	117	134	45	0	18	126	13	0	23	153	68	0	770
8:15 AM	17	35	17	0	99	104	44	0	27	84	10	0	34	137	55	0	663
8:30 AM	11	39	15	0	64	81	51	0	28	65	11	0	18	127	43	0	553
8:45 AM	20	33	9	0	73	84	59	0	12	82	17	0	23	117	43	0	572
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	25.44%	46.99%	27.57%	0.00%	38.90%	48.21%	12.90%	0.00%	14.68%	76.68%	8.64%	0.00%	10.53%	61.85%	27.62%	0.00%	5570
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	71	112	90	0	592	733	137	0	70	473	45	0	72	524	257	0	3176
<b>PEAK HR FACTOR :</b>	0.845	0.757	0.833	0.000	0.804	0.780	0.699	0.000	0.761	0.863	0.804	0.000	0.783	0.762	0.730	0.000	0.893
	0.843				0.891				0.860				0.764				
PM	2 NL	2 NT	1 NR	0 NU	2 SL	2 ST	0 SR	0 SU	2 EL	2 ET	1 ER	0 EU	2 WL	2 WT	1 WR	0 WU	TOTAL
4:00 PM	27	67	34	0	62	71	55	0	54	139	44	0	28	163	82	0	826
4:15 PM	33	83	36	0	67	65	64	0	43	153	29	0	33	150	102	0	858
4:30 PM	33	71	47	0	70	79	58	0	32	138	31	0	27	200	116	0	902
4:45 PM	31	75	35	0	87	72	58	0	35	161	29	0	33	238	145	0	999
5:00 PM	24	75	43	0	62	72	65	0	48	170	46	0	33	231	153	0	1022
5:15 PM	31	85	41	0	70	83	56	0	43	184	30	0	29	223	146	0	1021
5:30 PM	45	92	27	0	72	73	64	1	57	184	41	0	36	203	123	0	1018
5:45 PM	34	84	34	0	54	71	77	2	48	158	39	0	46	168	101	0	916
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	21.74%	53.24%	25.02%	0.00%	33.37%	35.95%	30.49%	0.18%	18.60%	66.48%	14.93%	0.00%	9.43%	56.11%	34.46%	0.00%	7562
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	131	327	146	0	291	300	243	1	183	699	146	0	131	895	567	0	4060
<b>PEAK HR FACTOR :</b>	0.728	0.889	0.849	0.000	0.836	0.904	0.935	0.250	0.803	0.950	0.793	0.000	0.910	0.940	0.926	0.000	0.993
	0.921				0.962				0.911				0.955				



**VOLUME**

State College Blvd S/O Birch St

Day: Thursday  
Date: 5/16/2019

City: Brea  
Project #: CA19\_1100\_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,005	7,452	0	0	13,457		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	10	7			17	12:00	80	105			185
00:15	7	5			12	12:15	79	142			221
00:30	4	7			11	12:30	106	129			235
00:45	9	30	4	23	13	12:45	124	389	117	493	241
01:00	3	1			4	13:00	127	118			245
01:15	0	1			1	13:15	139	111			250
01:30	6	3			9	13:30	123	122			245
01:45	5	14	2	7	7	13:45	119	508	125	476	244
02:00	2	1			3	14:00	121	109			230
02:15	1	4			5	14:15	104	102			206
02:30	2	5			7	14:30	104	109			213
02:45	2	7	3	13	5	14:45	101	430	127	447	228
03:00	1	1			2	15:00	99	142			241
03:15	2	4			6	15:15	123	120			243
03:30	3	2			5	15:30	131	128			259
03:45	1	7	5	12	6	15:45	133	486	122	512	255
04:00	4	1			5	16:00	107	137			244
04:15	5	6			11	16:15	132	105			237
04:30	4	9			13	16:30	123	140			263
04:45	2	15	10	26	12	16:45	140	502	126	508	266
05:00	9	9			18	17:00	129	127			256
05:15	7	8			15	17:15	146	130			276
05:30	10	22			32	17:30	138	126			264
05:45	19	45	39	78	58	17:45	133	546	143	526	276
06:00	8	44			52	18:00	131	131			262
06:15	14	59			73	18:15	140	113			253
06:30	27	100			127	18:30	123	131			254
06:45	45	94	137	340	182	18:45	114	508	108	483	222
07:00	42	109			151	19:00	132	115			247
07:15	46	119			165	19:15	100	95			195
07:30	54	148			202	19:30	94	124			218
07:45	44	186	146	522	190	19:45	94	420	66	400	160
08:00	61	147			208	20:00	89	91			180
08:15	57	152			209	20:15	92	73			165
08:30	58	122			180	20:30	90	62			152
08:45	52	228	137	558	189	20:45	90	361	67	293	157
09:00	48	124			172	21:00	113	60			173
09:15	60	103			163	21:15	72	53			125
09:30	41	116			157	21:30	58	30			88
09:45	51	200	116	459	167	21:45	33	276	37	180	70
10:00	55	119			174	22:00	49	32			81
10:15	54	105			159	22:15	27	18			45
10:30	52	117			169	22:30	22	16			38
10:45	86	247	126	467	212	22:45	23	121	19	85	42
11:00	64	124			188	23:00	21	18			39
11:15	75	122			197	23:15	22	11			33
11:30	81	124			205	23:30	17	7			24
11:45	94	314	133	503	227	23:45	11	71	5	41	16
<b>TOTALS</b>	<b>1387</b>	<b>3008</b>			<b>4395</b>	<b>TOTALS</b>	<b>4618</b>	<b>4444</b>			<b>9062</b>
<b>SPLIT %</b>	<b>31.6%</b>	<b>68.4%</b>			<b>32.7%</b>	<b>SPLIT %</b>	<b>51.0%</b>	<b>49.0%</b>			<b>67.3%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					6,005	7,452	0	0	13,457
AM Peak Hour	11:45	07:30			11:45	PM Peak Hour	16:45	17:15	17:15
AM Pk Volume	359	593			868	PM Pk Volume	553	530	1078
Pk Hr Factor	0.847	0.975			0.923	Pk Hr Factor	0.947	0.927	0.976
7 - 9 Volume	414	1080			1494	4 - 6 Volume	1048	1034	2082
7 - 9 Peak Hour	08:00	07:30			07:30	4 - 6 Peak Hour	16:45	17:00	17:00
7 - 9 Pk Volume	228	593			809	4 - 6 Pk Volume	553	526	1072
Pk Hr Factor	0.934	0.975			0.968	Pk Hr Factor	0.947	0.920	0.971

**VOLUME**

State College Blvd S/O Birch St

Day: Saturday  
Date: 5/18/2019

City: Brea  
Project #: CA19\_1100\_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					6,548	7,440	0	0	13,988		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	22	12			34	12:00	106	195			301
00:15	15	14			29	12:15	139	180			319
00:30	19	12			31	12:30	144	218			362
00:45	18	74	8	46	26 120	12:45	131	520	201	794	332 1314
01:00	16	4			20	13:00	134	146			280
01:15	9	7			16	13:15	154	165			319
01:30	6	7			13	13:30	151	177			328
01:45	5	36	1	19	6 55	13:45	137	576	186	674	323 1250
02:00	5	6			11	14:00	141	132			273
02:15	4	1			5	14:15	137	154			291
02:30	0	4			4	14:30	162	138			300
02:45	2	11	6	17	8 28	14:45	148	588	177	601	325 1189
03:00	3	2			5	15:00	131	152			283
03:15	7	0			7	15:15	163	154			317
03:30	1	2			3	15:30	137	163			300
03:45	2	13	5	9	7 22	15:45	144	575	186	655	330 1230
04:00	2	5			7	16:00	154	151			305
04:15	7	7			14	16:15	146	159			305
04:30	2	2			4	16:30	134	161			295
04:45	1	12	4	18	5 30	16:45	115	549	163	634	278 1183
05:00	6	7			13	17:00	119	170			289
05:15	2	8			10	17:15	128	137			265
05:30	1	6			7	17:30	128	145			273
05:45	5	14	11	32	16 46	17:45	136	511	123	575	259 1086
06:00	8	9			17	18:00	125	148			273
06:15	9	15			24	18:15	113	130			243
06:30	15	15			30	18:30	102	141			243
06:45	17	49	15	54	32 103	18:45	128	468	139	558	267 1026
07:00	10	25			35	19:00	131	124			255
07:15	18	32			50	19:15	111	81			192
07:30	10	39			49	19:30	114	76			190
07:45	32	70	34	130	66 200	19:45	112	468	72	353	184 821
08:00	18	60			78	20:00	103	88			191
08:15	26	46			72	20:15	128	61			189
08:30	19	71			90	20:30	114	57			171
08:45	36	99	54	231	90 330	20:45	107	452	47	253	154 705
09:00	34	64			98	21:00	92	56			148
09:15	41	58			99	21:15	77	53			130
09:30	46	70			116	21:30	74	31			105
09:45	51	172	103	295	154 467	21:45	47	290	40	180	87 470
10:00	61	101			162	22:00	42	44			86
10:15	67	117			184	22:15	67	37			104
10:30	64	125			189	22:30	39	29			68
10:45	79	271	135	478	214 749	22:45	36	184	25	135	61 319
11:00	90	148			238	23:00	34	26			60
11:15	110	156			266	23:15	28	14			42
11:30	123	153			276	23:30	22	24			46
11:45	115	438	165	622	280 1060	23:45	24	108	13	77	37 185
<b>TOTALS</b>	1259	1951			3210	<b>TOTALS</b>	5289	5489			10778
<b>SPLIT %</b>	39.2%	60.8%			22.9%	<b>SPLIT %</b>	49.1%	50.9%			77.1%

DAILY TOTALS					NB	SB	EB	WB	Total	
					6,548	7,440	0	0	13,988	
AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	14:30	12:00		12:00
AM Pk Volume	504	758			1262	PM Pk Volume	604	794		1314
Pk Hr Factor	0.875	0.869			0.872	Pk Hr Factor	0.926	0.911		0.907
7 - 9 Volume	169	361			530	4 - 6 Volume	1060	1209		2269
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:15		16:00
7 - 9 Pk Volume	99	231			330	4 - 6 Pk Volume	549	653		1183
Pk Hr Factor	0.686	0.813			0.917	Pk Hr Factor	0.891	0.960		0.970

National Data & Surveying Services

Intersection Turning Movement Count

Location: Brea Mall S Dwy & S State College Blvd  
 City: Brea  
 Control: Signalized

Project ID: 19-01152-003  
 Date: 8/3/2019

Total

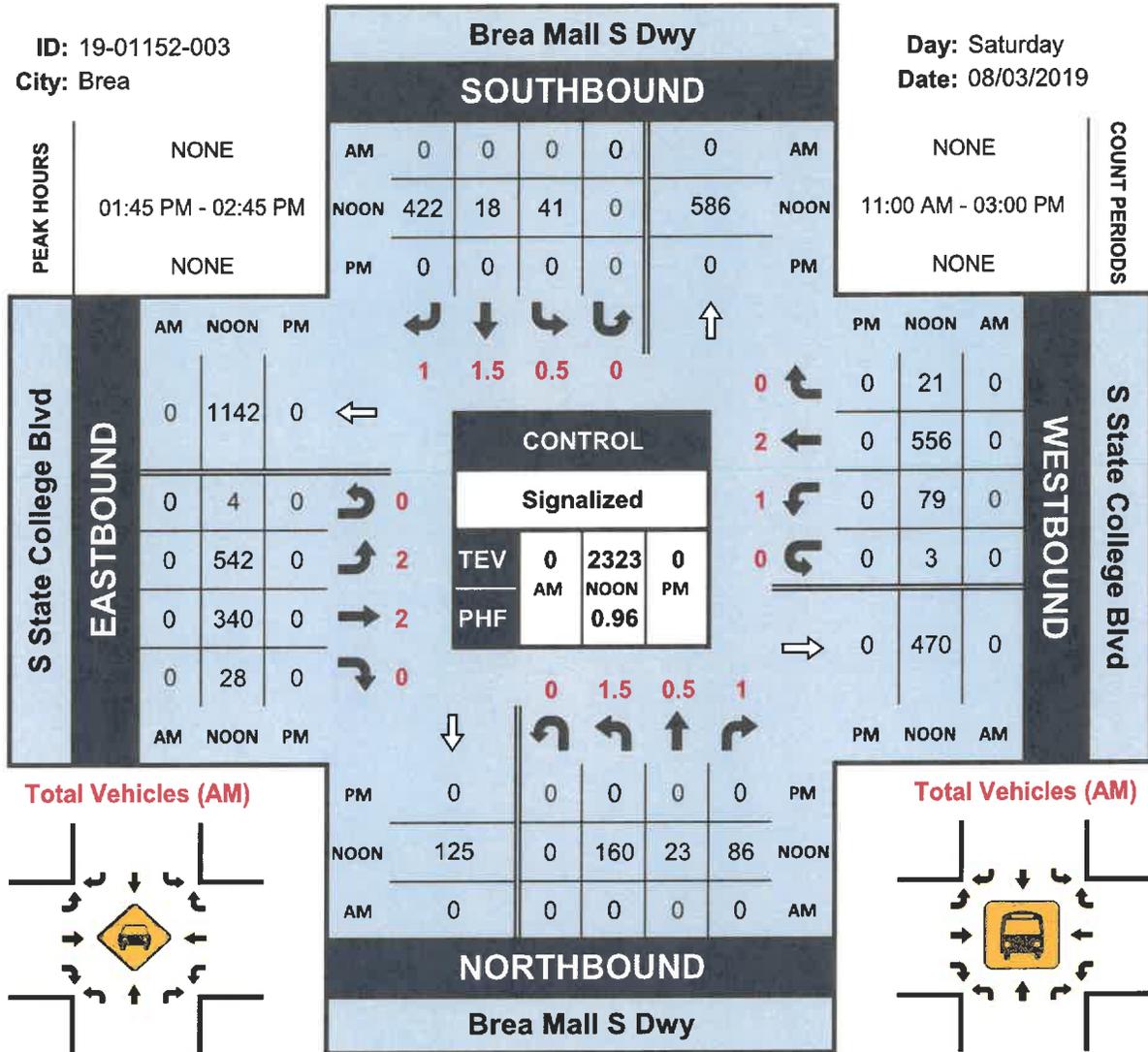
NS/EW Streets:	Brea Mall S Dwy				Brea Mall S Dwy				S State College Blvd				S State College Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	30	5	22	0	4	7	51	1	107	92	10	1	25	81	6	0	442
11:15 AM	30	6	9	0	5	1	46	1	110	80	4	2	17	87	6	0	404
11:30 AM	34	5	18	0	3	7	65	0	126	80	5	1	31	84	7	0	466
11:45 AM	37	6	18	0	4	4	63	0	148	96	11	1	25	87	5	0	505
12:00 PM	37	10	22	0	4	8	60	0	137	96	11	0	24	112	9	0	530
12:15 PM	59	9	17	0	4	4	76	0	109	88	15	1	25	113	7	1	528
12:30 PM	35	12	21	0	8	6	70	0	143	92	6	1	23	143	6	0	566
12:45 PM	42	9	26	0	8	4	92	0	122	80	6	1	27	98	6	1	522
1:00 PM	44	9	20	0	9	3	84	0	133	79	7	0	20	125	6	0	539
1:15 PM	33	6	15	0	3	4	83	0	115	97	6	0	18	100	5	0	485
1:30 PM	37	6	24	0	11	5	95	0	133	79	11	1	19	138	6	0	565
1:45 PM	54	8	19	0	15	7	110	0	148	90	4	0	16	115	7	1	594
2:00 PM	38	8	21	0	9	7	93	0	134	87	9	0	24	124	2	0	556
2:15 PM	38	2	16	0	8	3	123	0	136	84	5	4	19	161	5	1	605
2:30 PM	30	5	30	0	9	1	96	0	124	79	10	0	20	156	7	1	568
2:45 PM	43	2	9	0	12	4	99	0	128	85	3	1	21	119	8	0	534
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	621	108	307	0	116	75	1306	2	2053	1384	123	14	354	1843	98	5	8409
	59.94%	10.42%	29.63%	0.00%	7.74%	5.00%	87.12%	0.13%	57.44%	38.72%	3.44%	0.39%	15.39%	80.13%	4.26%	0.22%	
<b>PEAK HR :</b>	01:45 PM - 02:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	160	23	86	0	41	18	422	0	542	340	28	4	79	556	21	3	2323
<b>PEAK HR FACTOR :</b>	0.741	0.719	0.717	0.000	0.683	0.643	0.858	0.000	0.916	0.944	0.700	0.250	0.823	0.863	0.750	0.750	0.960
	0.830				0.897				0.944				0.886				

# Brea Mall S Dwy & S State College Blvd

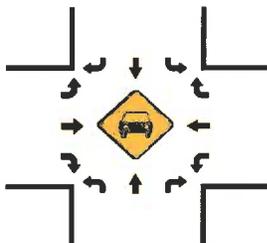
## Peak Hour Turning Movement Count

ID: 19-01152-003  
City: Brea

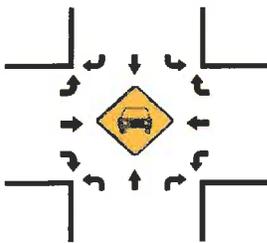
Day: Saturday  
Date: 08/03/2019



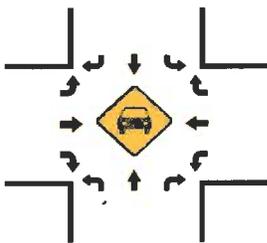
Total Vehicles (AM)



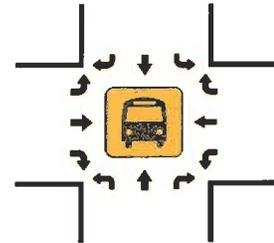
Total Vehicles (NOON)



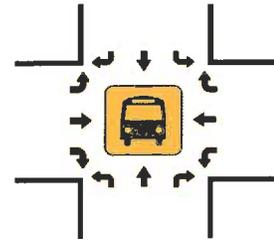
Total Vehicles (PM)



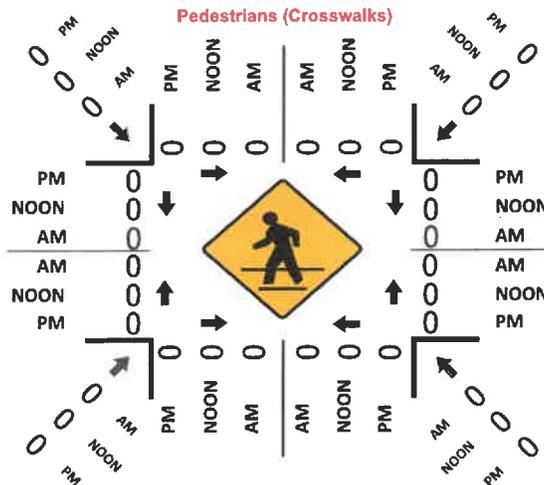
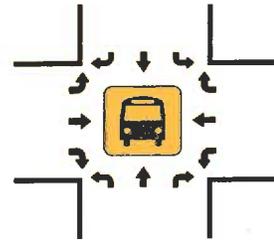
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S State College Blvd & Imperial Hwy  
 City: Brea  
 Control: Signalized

Project ID: 19-01101-014  
 Date: 5/18/2019

Total

NS/EW Streets:	S State College Blvd				S State College Blvd				Imperial Hwy				Imperial Hwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	48	68	94	1	86	39	32	0	29	362	27	1	97	368	178	10	1440
11:15 AM	53	89	119	3	79	63	24	0	21	375	32	2	94	365	212	16	1547
11:30 AM	64	105	128	3	88	44	44	0	40	368	37	2	98	385	165	13	1584
11:45 AM	59	110	146	3	105	65	31	0	22	330	31	0	137	440	241	24	1744
12:00 PM	70	106	137	1	120	78	45	0	29	349	50	1	129	399	183	24	1721
12:15 PM	54	110	138	4	124	93	38	0	41	359	39	0	124	414	200	17	1755
12:30 PM	56	133	114	5	138	107	55	0	33	382	48	0	135	426	203	13	1848
12:45 PM	55	94	99	1	129	111	41	0	37	340	44	1	108	382	185	19	1646
1:00 PM	47	84	93	4	123	78	38	0	29	396	36	0	139	432	198	17	1714
1:15 PM	47	67	88	1	138	99	40	0	36	394	42	1	125	403	217	13	1711
1:30 PM	58	82	99	3	147	90	46	0	32	403	39	0	129	392	189	13	1722
1:45 PM	55	77	101	1	150	94	42	0	36	420	43	1	145	423	188	17	1793
2:00 PM	39	76	92	1	155	110	37	0	32	416	41	3	112	414	188	23	1739
2:15 PM	43	73	86	0	118	89	53	0	34	373	34	0	115	368	168	18	1572
2:30 PM	43	77	83	2	156	99	46	0	23	375	40	0	117	392	179	14	1646
2:45 PM	37	68	79	2	145	108	41	0	33	375	34	0	112	388	188	19	1629
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	828	1419	1696	35	2001	1367	653	0	507	6017	617	12	1916	6391	3082	270	26811
	20.81%	35.67%	42.63%	0.88%	49.76%	34.00%	16.24%	0.00%	7.09%	84.12%	8.63%	0.17%	16.43%	54.82%	26.43%	2.32%	
<b>PEAK HR :</b>	11:45 AM - 12:45 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	239	459	535	13	487	343	169	0	125	1420	168	1	525	1679	827	78	7068
<b>PEAK HR FACTOR :</b>	0.854	0.863	0.916	0.650	0.882	0.801	0.768	0.000	0.762	0.929	0.840	0.250	0.958	0.954	0.858	0.813	0.956
	0.980				0.833				0.925				0.923				



**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : N. STATE COLLEGE BOULEVARD  
 Segment : BASTANCHURY RD TO N.C.L.  
 Client : CITY FULLERTON

Site: FULLERTON  
 Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM	NB	PM		AM	SB	PM		AM	PM		
12:00	23	60	174	680	25	67	126	558	48	127	300	1.238
12:15	15		176		12		138		27		314	
12:30	13		162		18		154		31		316	
12:45	9		168		12		140		21		308	
01:00	12	33	202	624	11	30	152	673	23	63	354	1.297
01:15	4		164		4		173		8		337	
01:30	11		134		7		160		18		294	
01:45	6		124		8		188		14		312	
02:00	5	26	150	765	5	19	167	703	10	45	317	1.468
02:15	13		168		2		176		15		344	
02:30	6		220		6		172		12		392	
02:45	2		227		6		188		8		415	
03:00	5	29	197	907	4	26	216	898	9	55	413	1.805
03:15	8		232		3		216		11		448	
03:30	7		224		9		262		16		486	
03:45	9		254		10		204		19		458	
04:00	4	24	258	976	8	69	180	746	12	93	438	1.722
04:15	5		256		11		194		16		450	
04:30	8		228		28		188		36		416	
04:45	7		234		22		184		29		418	
05:00	14	100	244	1.005	26	136	215	777	40	236	459	1.782
05:15	20		278		20		204		40		482	
05:30	30		242		36		174		66		416	
05:45	36		241		54		184		90		425	
06:00	26	181	223	738	64	439	176	642	90	620	399	1.380
06:15	32		190		66		170		98		360	
06:30	41		151		126		156		167		307	
06:45	82		174		183		140		265		314	
07:00	74	467	166	516	296	1.407	112	389	370	1.874	278	905
07:15	122		127		356		114		478		241	
07:30	131		127		354		78		485		205	
07:45	140		96		401		85		541		181	
08:00	131	664	96	363	371	1.278	96	328	502	1.942	192	691
08:15	170		96		320		78		490		174	
08:30	201		77		256		80		457		157	
08:45	162		94		331		74		493		168	
09:00	122	484	76	298	226	784	68	235	348	1.268	144	533
09:15	112		86		206		70		318		156	
09:30	132		70		186		53		318		123	
09:45	118		66		166		44		284		110	
10:00	122	500	48	165	146	582	36	161	268	1.082	84	326
10:15	120		39		158		42		278		81	
10:30	124		44		144		47		268		91	
10:45	134		34		134		36		268		70	
11:00	146	625	24	104	144	566	28	82	290	1.191	52	186
11:15	161		24		137		22		298		46	
11:30	152		26		135		18		287		44	
11:45	166		30		150		14		316		44	
Totals	3.193		7.141		5.403		6.192		8.596		13.333	
Split%	37.1		53.6		62.9		46.4					

Day Totals 10.334 11.595 21.929  
 Day Splits 47.1 52.9

Peak Hour 08:00 05:00 07:15 03:00 07:30 03:30  
 Volume 664 1.005 1.482 898 2.018 1.832  
 Factor 0.83 0.90 0.92 0.86 0.93 0.94

**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : N. STATE COLLEGE BOULEVARD  
 Segment : YORBA LINDA BVD TO BASTANCHURY  
 Client : CITY FULLERTON

Site: FULLERTON  
 Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM		PM		AM		PM		AM	PM		
12:00	9	38	130	534	20	55	126	598	29	93	256	1.132
12:15	9		125		16		156		25		281	
12:30	10		115		12		166		22		281	
12:45	10		164		7		150		17		314	
01:00	8	29	188	507	2	22	142	595	10	51	330	1.102
01:15	10		108		4		136		14		244	
01:30	4		114		9		145		13		259	
01:45	7		97		7		172		14		269	
02:00	1	11	144	649	2	11	176	732	3	22	320	1.381
02:15	3		148		3		191		6		339	
02:30	5		197		1		183		6		380	
02:45	2		160		5		182		7		342	
03:00	2	10	156	744	2	13	206	914	4	23	362	1.658
03:15	5		130		4		214		9		344	
03:30	1		216		2		253		3		469	
03:45	2		242		5		241		7		483	
04:00	1	26	259	893	8	51	174	770	9	77	433	1.663
04:15	3		234		5		180		8		414	
04:30	11		202		18		214		29		416	
04:45	11		198		20		202		31		400	
05:00	12	63	248	957	10	92	198	755	22	155	446	1.712
05:15	6		256		22		211		28		467	
05:30	15		246		24		176		39		422	
05:45	30		207		36		170		66		377	
06:00	28	158	162	670	46	409	142	530	74	567	304	1.200
06:15	34		172		58		137		92		309	
06:30	28		144		117		125		145		269	
06:45	68		192		188		126		256		318	
07:00	87	450	164	504	310	1.636	97	358	397	2.086	261	862
07:15	129		120		438		101		567		221	
07:30	128		120		406		96		534		216	
07:45	106		100		482		64		588		164	
08:00	118	520	68	270	463	1.529	78	288	581	2.049	146	558
08:15	162		70		444		78		606		148	
08:30	141		49		290		74		431		123	
08:45	99		83		332		58		431		141	
09:00	98	397	91	301	216	889	80	236	314	1.286	171	537
09:15	97		58		214		68		311		126	
09:30	82		66		244		48		326		114	
09:45	120		86		215		40		335		126	
10:00	82	379	56	144	148	557	30	124	230	936	86	268
10:15	91		32		133		36		224		68	
10:30	96		26		138		32		234		58	
10:45	110		30		138		26		248		56	
11:00	128	525	24	99	138	551	18	61	266	1.076	42	160
11:15	128		18		140		18		268		36	
11:30	143		16		133		16		276		32	
11:45	126		41		140		9		266		50	
Totals	2.606		6.272		5.815		5.961		8.421		12.233	
Split%	30.9		51.3		69.1		48.7					
Day Totals		8.878				11.776				20.654		
Day Splits		43.0				57.0						
Peak Hour	07:45		05:00		07:30		03:00		07:30		03:30	
Volume	527		957		1.795		914		2.309		1.799	
Factor	0.81		0.93		0.93		0.90		0.95		0.93	

**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : N. STATE COLLEGE BOULEVARD  
 Segment : DOROTHY LN TO YORBA LINDA BV  
 Client : CITY FULLERTON

Site: FULLERTON  
 Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM	PM	AM	PM	AM	PM	AM	PM				
12:00	27	68	221	939	19	70	211	895	46	138	432	1.834
12:15	16		220		19		212		35		432	
12:30	12		198		18		228		30		426	
12:45	13		300		14		244		27		544	
01:00	18	65	314	923	10	36	213	856	28	101	527	1.779
01:15	24		204		6		206		30		410	
01:30	10		219		12		227		22		446	
01:45	13		186		8		210		21		396	
02:00	5	22	249	1.199	8	19	222	987	13	41	471	2.186
02:15	6		303		4		274		10		577	
02:30	6		384		3		282		9		666	
02:45	5		263		4		209		9		472	
03:00	3	18	250	1.349	1	15	257	1.209	4	33	507	2.558
03:15	7		226		5		297		12		523	
03:30	3		384		5		326		8		710	
03:45	5		489		4		329		9		818	
04:00	8	40	444	1.386	7	62	259	1.019	15	102	703	2.405
04:15	2		332		5		236		7		568	
04:30	15		322		21		254		36		576	
04:45	15		288		29		270		44		558	
05:00	16	87	361	1.412	15	99	270	1.106	31	186	631	2.518
05:15	16		399		16		285		32		684	
05:30	23		380		28		267		51		647	
05:45	32		272		40		284		72		556	
06:00	27	204	286	1.083	53	390	220	845	80	594	506	1.928
06:15	42		249		60		226		102		475	
06:30	39		256		113		200		152		456	
06:45	96		292		164		199		260		491	
07:00	133	673	285	843	336	1.558	144	491	469	2.231	429	1.334
07:15	231		212		354		126		585		338	
07:30	177		179		376		116		553		295	
07:45	132		167		492		105		624		272	
08:00	169	699	142	520	502	1.570	98	380	671	2.269	240	900
08:15	208		128		418		104		626		232	
08:30	193		122		304		96		497		218	
08:45	129		128		346		82		475		210	
09:00	111	559	240	673	259	1.108	92	295	370	1.667	332	968
09:15	126		163		244		83		370		246	
09:30	134		120		310		62		444		182	
09:45	188		150		295		58		483		208	
10:00	166	625	100	273	208	828	60	191	374	1.453	160	464
10:15	136		80		220		49		356		129	
10:30	140		48		209		42		349		90	
10:45	183		45		191		40		374		85	
11:00	160	856	35	134	228	854	28	85	388	1.710	63	219
11:15	238		33		220		19		458		52	
11:30	260		38		203		22		463		60	
11:45	198		28		203		16		401		44	
Totals	3.916		10.734		6.609		8.359		10.525		19.093	
Split%	37.2		56.2		62.8		43.8					
Day Totals		14.650				14.968				29.618		
Day Splits		49.5				50.5						
Peak Hour	11:00		03:30		07:30		03:15		07:30		03:30	
Volume	856		1.649		1.788		1.211		2.474		2.799	
Factor	0.82		0.84		0.89		0.92		0.92		0.86	

**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : N. STATE COLLEGE BOULEVARD  
 Segment : CHAPMAN AVE TO DOROTHY LN.  
 Client : CITY FULLERTON

Site: FULLERTON  
 Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM	PM	AM	PM	AM	PM	AM	PM				
12:00	35	87	233	988	19	57	198	964	54	144	431	1.952
12:15	19		255		14		222		33		477	
12:30	18		246		16		244		34		490	
12:45	15		254		8		300		23		554	
01:00	20	72	236	930	8	22	343	1.086	28	94	579	2.016
01:15	28		234		4		226		32		460	
01:30	8		224		4		260		12		484	
01:45	16		236		6		257		22		493	
02:00	4	26	277	923	10	21	273	1.188	14	47	550	2.111
02:15	7		230		6		322		13		552	
02:30	6		196		1		303		7		499	
02:45	9		220		4		290		13		510	
03:00	4	20	244	1.121	3	31	276	1.152	7	51	520	2.273
03:15	10		258		8		246		18		504	
03:30	2		320		4		316		6		636	
03:45	4		299		16		314		20		613	
04:00	4	40	270	1.096	10	73	230	932	14	113	500	2.028
04:15	2		288		6		242		8		530	
04:30	16		254		19		216		35		470	
04:45	18		284		38		244		56		528	
05:00	24	102	278	1.170	32	163	291	1.074	56	265	569	2.244
05:15	18		300		24		278		42		578	
05:30	24		294		41		271		65		565	
05:45	36		298		66		234		102		532	
06:00	44	280	294	1.030	52	438	240	960	96	718	534	1.990
06:15	50		230		86		216		136		446	
06:30	60		256		116		218		176		474	
06:45	126		250		184		286		310		536	
07:00	129	819	211	729	274	1.246	250	637	403	2.065	461	1.366
07:15	180		202		338		156		518		358	
07:30	232		166		300		113		532		279	
07:45	278		150		334		118		612		268	
08:00	353	1.280	130	498	318	1.247	112	449	671	2.527	242	947
08:15	426		130		316		116		742		246	
08:30	296		116		344		119		640		235	
08:45	205		122		269		102		474		224	
09:00	194	944	124	382	235	909	121	467	429	1,853	245	849
09:15	219		94		210		106		429		200	
09:30	272		84		204		114		476		198	
09:45	259		80		260		126		519		206	
10:00	156	685	80	241	236	834	75	203	392	1.519	155	444
10:15	142		66		206		36		348		102	
10:30	170		51		184		56		354		107	
10:45	217		44		208		36		425		80	
11:00	230	826	39	148	244	1.018	34	115	474	1.844	73	263
11:15	224		41		266		30		490		71	
11:30	184		34		242		31		426		65	
11:45	188		34		266		20		454		54	
Totals	5.181		9.256		6.059		9.227		11.240		18.483	
Split%	46.1		50.1		53.9		49.9					
Day Totals		14.437			15.286				29.723			
Day Splits		48.6			51.4							
Peak Hour	07:45		05:15		07:45		02:15		07:45		03:30	
Volume	1.353		1.186		1.312		1.191		2.665		2.279	
Factor	0.79		0.99		0.95		0.92		0.90		0.90	

**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : N. STATE COLLEGE BOULEVARD  
 Segment : COMMONWEALTH TO CHAPMAN AVE  
 Client : CITY FULLERTON

Site: FULLERTON  
 Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM		PM		AM		PM		AM	PM		
12:00	25	76	168	697	25	79	178	809	50	155	346	1.506
12:15	21		182		24		180		45		362	
12:30	20		173		16		203		36		376	
12:45	10		174		14		248		24		422	
01:00	16	54	136	591	10	53	284	938	26	107	420	1.529
01:15	20		126		13		227		33		353	
01:30	8		160		14		219		22		379	
01:45	10		169		16		208		26		377	
02:00	6	30	180	677	8	24	182	989	14	54	362	1.666
02:15	6		136		5		249		11		385	
02:30	12		171		5		282		17		453	
02:45	6		190		6		276		12		466	
03:00	4	23	158	766	1	38	204	961	5	61	362	1.727
03:15	7		170		9		228		16		398	
03:30	6		240		16		232		22		472	
03:45	6		198		12		297		18		495	
04:00	8	73	202	836	10	79	302	1,070	18	152	504	1.906
04:15	10		212		9		266		19		478	
04:30	29		200		22		272		51		472	
04:45	26		222		38		230		64		452	
05:00	34	155	238	929	31	160	243	1,084	65	315	481	2.013
05:15	28		246		30		292		58		538	
05:30	39		218		51		282		90		500	
05:45	54		227		48		267		102		494	
06:00	36	253	208	788	74	435	230	863	110	688	438	1.651
06:15	52		192		74		199		126		391	
06:30	81		198		127		224		208		422	
06:45	84		190		160		210		244		400	
07:00	110	596	160	569	222	1,084	198	613	332	1,680	358	1.182
07:15	125		154		278		166		403		320	
07:30	163		141		312		129		475		270	
07:45	198		114		272		120		470		234	
08:00	234	808	118	383	264	1,032	136	457	498	1,840	254	840
08:15	232		103		264		122		496		225	
08:30	182		86		274		116		456		202	
08:45	160		76		230		83		390		159	
09:00	164	743	84	259	153	705	131	451	317	1,448	215	710
09:15	168		66		175		122		343		188	
09:30	218		53		180		88		398		141	
09:45	193		56		197		110		390		166	
10:00	118	511	50	188	200	676	76	253	318	1,187	126	441
10:15	117		54		168		68		285		122	
10:30	130		42		160		60		290		102	
10:45	146		42		148		49		294		91	
11:00	158	639	36	126	170	768	35	154	328	1,407	71	280
11:15	156		27		208		44		364		71	
11:30	155		36		208		40		363		76	
11:45	170		27		182		35		352		62	
Totals	3,961		6,809		5,133		8,642		9,094		15,451	
Split%	43.6		44.1		56.4		55.9					
Day Totals		10.770				13.775				24.545		
Day Splits		43.9				56.1						
Peak Hour	07:45		05:00		07:15		03:45		07:30		05:00	
Volume	846		929		1,126		1,137		1,939		2,013	
Factor	0.90		0.94		0.90		0.94		0.97		0.94	

**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : N. STATE COLLEGE BOULEVARD  
 Segment : ORANGETHORPE TO COMMONWEALTH  
 Client : CITY FULLERTON

Site: FULLERTON  
 Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM		PM		AM		PM		AM	PM		
12:00	24	78	144	625	24	78	167	714	48	156	311	1.339
12:15	21		164		14		170		35		334	
12:30	17		158		26		162		43		320	
12:45	16		159		14		215		30		374	
01:00	19	58	124	555	12	47	234	789	31	105	358	1.344
01:15	18		134		12		183		30		317	
01:30	12		150		12		180		24		330	
01:45	9		147		11		192		20		339	
02:00	7	39	168	626	16	33	170	961	23	72	338	1.587
02:15	10		140		4		242		14		382	
02:30	10		142		8		294		18		436	
02:45	12		176		5		255		17		431	
03:00	5	22	146	691	4	46	208	894	9	68	354	1.585
03:15	5		157		9		192		14		349	
03:30	6		216		14		216		20		432	
03:45	6		172		19		278		25		450	
04:00	8	73	202	789	14	96	284	953	22	169	486	1.742
04:15	13		198		19		249		32		447	
04:30	18		191		24		210		42		401	
04:45	34		198		39		210		73		408	
05:00	48	184	212	801	32	163	212	911	80	347	424	1.712
05:15	32		214		38		248		70		462	
05:30	56		182		53		252		109		434	
05:45	48		193		40		199		88		392	
06:00	52	299	196	736	64	402	180	709	116	701	376	1.445
06:15	62		174		64		184		126		358	
06:30	82		174		102		183		184		357	
06:45	103		192		172		162		275		354	
07:00	104	572	144	470	222	1.036	198	550	326	1.608	342	1.020
07:15	110		130		254		136		364		266	
07:30	160		98		306		112		466		210	
07:45	198		98		254		104		452		202	
08:00	248	782	94	335	228	916	107	354	476	1.698	201	689
08:15	226		82		236		98		462		180	
08:30	156		70		236		82		392		152	
08:45	152		89		216		67		368		156	
09:00	152	735	64	239	149	675	106	388	301	1.410	170	627
09:15	161		65		166		96		327		161	
09:30	232		64		180		78		412		142	
09:45	190		46		180		108		370		154	
10:00	128	518	70	220	158	580	61	233	286	1.098	131	453
10:15	124		65		165		64		289		129	
10:30	118		53		135		66		253		119	
10:45	148		32		122		42		270		74	
11:00	133	609	52	143	155	679	36	132	288	1.288	88	275
11:15	166		32		180		32		346		64	
11:30	158		38		188		36		346		74	
11:45	152		21		156		28		308		49	
<b>Totals</b>	<b>3.969</b>		<b>6.230</b>		<b>4.751</b>		<b>7.588</b>		<b>8.720</b>		<b>13.818</b>	
<b>Split%</b>	<b>45.5</b>		<b>45.1</b>		<b>54.5</b>		<b>54.9</b>					
<b>Day Totals</b>		<b>10.199</b>				<b>12.339</b>				<b>22.538</b>		
<b>Day Splits</b>		<b>45.3</b>				<b>54.7</b>						
<b>Peak Hour</b>	<b>07:30</b>		<b>04:30</b>		<b>07:15</b>		<b>03:30</b>		<b>07:30</b>		<b>03:30</b>	
<b>Volume</b>	<b>832</b>		<b>815</b>		<b>1.042</b>		<b>1.027</b>		<b>1.856</b>		<b>1.815</b>	
<b>Factor</b>	<b>0.84</b>		<b>0.95</b>		<b>0.85</b>		<b>0.90</b>		<b>0.97</b>		<b>0.93</b>	

**Transportation Studies, Inc.**

2640 Walnut Avenue, Suite L  
Tustin, CA. 92780

Location : N. STATE COLLEGE BLVD  
Segment : S.C.L. TO ORANGETHORPE AVE  
Client : CITY FULLERTON

Site: FULLERTON  
Date: 02/15/24

Interval	NB				SB				Combined		Day:	Thursday
	AM		PM		AM		PM		AM	PM		
12:00	18	84	164	760	46	124	197	894	64	208	361	1.654
12:15	24		212		30		230		54		442	
12:30	20		168		22		211		42		379	
12:45	22		216		26		256		48		472	
01:00	15	63	162	749	22	71	302	1.078	37	134	464	1.827
01:15	22		203		18		258		40		461	
01:30	12		172		16		260		28		432	
01:45	14		212		15		258		29		470	
02:00	16	62	175	730	21	65	296	1.261	37	127	471	1.991
02:15	10		176		8		265		18		441	
02:30	12		177		22		368		34		545	
02:45	24		202		14		332		38		534	
03:00	20	116	186	805	9	66	280	1.282	29	182	466	2.087
03:15	18		187		14		286		32		473	
03:30	30		226		21		354		51		580	
03:45	48		206		22		362		70		568	
04:00	36	301	210	833	20	116	397	1.294	56	417	607	2.127
04:15	35		190		20		313		55		503	
04:30	88		218		38		306		126		524	
04:45	142		215		38		278		180		493	
05:00	100	408	208	870	40	230	354	1.245	140	638	562	2.115
05:15	79		216		42		327		121		543	
05:30	105		216		72		306		177		522	
05:45	124		230		76		258		200		488	
06:00	99	567	210	773	84	538	252	938	183	1.105	462	1.711
06:15	134		187		100		252		234		439	
06:30	146		208		138		206		284		414	
06:45	188		168		216		228		404		396	
07:00	196	862	165	540	254	1.176	226	710	450	2.038	391	1.250
07:15	192		150		269		177		461		327	
07:30	220		111		365		156		585		267	
07:45	254		114		288		151		542		265	
08:00	324	1.037	103	397	276	1.047	125	476	600	2.084	228	873
08:15	269		115		255		130		524		245	
08:30	230		79		274		116		504		195	
08:45	214		100		242		105		456		205	
09:00	205	929	78	296	206	833	120	478	411	1.762	198	774
09:15	232		82		199		126		431		208	
09:30	265		68		200		120		465		188	
09:45	227		68		228		112		455		180	
10:00	160	704	62	234	226	823	94	352	386	1.527	156	586
10:15	176		81		214		96		390		177	
10:30	167		47		199		98		366		145	
10:45	201		44		184		64		385		108	
11:00	175	779	47	157	210	876	78	248	385	1.655	125	405
11:15	210		38		236		52		446		90	
11:30	204		40		226		78		430		118	
11:45	190		32		204		40		394		72	
Totals	5.912		7.144		5.965		10.256		11.877		17.400	
Split%	49.8		41.1		50.2		58.9					
Day Totals		13.056				16.221				29.277		
Day Splits		44.6				55.4						
Peak Hour	07:45		05:15		07:15		03:30		07:30		03:30	
Volume	1.077		872		1.198		1.426		2.251		2.258	
Factor	0.83		0.95		0.82		0.90		0.94		0.93	











# CITY TRAFFIC COUNTERS

[WWW.CTCOUNTERS.COM](http://WWW.CTCOUNTERS.COM)

State College Boulevard Btwn  
Ball Road & Carritos Avenue

Start Time	3/7/2024 Thu	North		Hour Totals		South		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		29	173			22	193				
12:15		18	146			16	175				
12:30		23	144			22	227				
12:45		18	146	88	609	19	210	79	805	167	1414
01:00		13	178			12	268				
01:15		14	148			16	196				
01:30		9	151			11	206				
01:45		8	162	44	639	10	217	49	887	93	1526
02:00		14	172			7	200				
02:15		6	155			8	216				
02:30		4	152			23	271				
02:45		8	167	32	646	19	251	57	938	89	1584
03:00		7	190			7	259				
03:15		9	171			17	257				
03:30		7	198			19	265				
03:45		9	188	32	747	21	211	64	992	96	1739
04:00		9	202			20	268				
04:15		10	211			27	282				
04:30		21	221			47	260				
04:45		35	270	75	904	48	226	142	1036	217	1940
05:00		20	283			28	266				
05:15		24	288			34	238				
05:30		42	250			52	215				
05:45		44	264	130	1085	53	201	167	920	297	2005
06:00		54	239			46	181				
06:15		44	206			83	147				
06:30		79	185			90	150				
06:45		66	173	243	803	142	135	361	613	604	1416
07:00		84	148			165	111				
07:15		90	102			210	118				
07:30		115	112			256	98				
07:45		147	118	436	480	233	98	864	425	1300	905
08:00		118	81			209	83				
08:15		131	94			198	77				
08:30		140	69			178	73				
08:45		139	75	528	319	214	74	799	307	1327	626
09:00		161	67			158	72				
09:15		125	80			223	76				
09:30		107	60			190	48				
09:45		106	52	499	259	148	67	719	263	1218	522
10:00		100	66			180	48				
10:15		104	50			171	50				
10:30		117	42			155	38				
10:45		122	46	443	204	183	43	689	179	1132	383
11:00		134	42			157	36				
11:15		128	34			176	43				
11:30		147	21			232	28				
11:45		142	35	551	132	197	34	762	141	1313	273
<b>Total</b>		<b>3101</b>	<b>6827</b>			<b>4752</b>	<b>7506</b>			<b>7853</b>	<b>14333</b>
<b>Percent</b>		<b>31.2%</b>	<b>68.8%</b>			<b>38.8%</b>	<b>61.2%</b>			<b>35.4%</b>	<b>64.6%</b>
<b>Grand Total</b>		<b>3101</b>	<b>6827</b>			<b>4752</b>	<b>7506</b>			<b>7853</b>	<b>14333</b>
<b>Percent</b>		<b>31.2%</b>	<b>68.8%</b>			<b>38.8%</b>	<b>61.2%</b>			<b>35.4%</b>	<b>64.6%</b>
<b>ADT</b>	<b>ADT 22,186</b>			<b>AADT 22,186</b>							





# 2024 Average Daily Traffic Volume

Site #	Street Name	Segment	2024 ADT
	The City Drive		
191		Garden Grove Blvd. - 22 Fwy	16,000
192		22 Fwy - Style Street	24,000
193		Style Street- Chapman Ave.	27,300
194		Chapman Ave. - North City Limits	26,800

# **Appendix D**

## **AGENCY RESOLUTIONS AND LETTERS OF SUPPORT**

RESOLUTION NO. 2024-130

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANAHEIM AUTHORIZING THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE TO SUBMIT A GRANT APPLICATION ON BEHALF OF THE CITY OF ANAHEIM TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR FUNDING UNDER THE M2 REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR STATE COLLEGE BOULEVARD/ THE CITY DRIVE REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM (RTSSP) PROJECT, AND IF AWARDED, AUTHORIZING THE ACCEPTANCE OF SUCH GRANT FUNDS ON BEHALF OF THE CITY AND AMENDING THE BUDGET ACCORDINGLY, AND DETERMINE THE ACTION IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO REGULATION NO. 15301(B) CLASS 1

WHEREAS, the City of Anaheim ("City") wishes to submit funding application to Orange County Transportation Authority ("OCTA") for the Measure M2 Traffic Signal Synchronization Program (the "Grant") to implement signal coordination and upgrade traffic signal communications; and

WHEREAS, if selected, the City will fund the upgrade of signal improvements and synchronize signals on State College Boulevard in the City of Anaheim; and

WHEREAS, the City of Anaheim is the lead agency, in partnership with the cities of Brea, Fullerton, Orange and Caltrans, for the State College Boulevard/ the City Drive Regional Traffic Signal Synchronization Program (RTSSP) Project to synchronize 58 total signals on State College Boulevard/ the City Drive (the "Project"); and

WHEREAS, the City of Anaheim has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive revenues as part of Measure M2;

WHEREAS, the City Council finds that the acceptance of Measure M2 grant funds and upgrading the signal improvements and synchronizing signals along State College Boulevard in the City of Anaheim is exempt from the California Environmental Quality Act (CEQA) pursuant to Regulation No. 15301(b) Class 1, incorporated herein by this reference which provides CEQA applies only to projects which have the potential for causing a significant effect on the environment; and

WHEREAS, the City of Anaheim has a currently adopted Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronize traffic signals across local agencies' boundaries; and

WHEREAS, the City of Anaheim will not use Measure M2 funds to supplant Developer Fees or other commitments; and

WHEREAS, Measure M2 Regional Traffic Synchronization Program targets over 2,000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow and reduce congestion across jurisdictions; and

WHEREAS, the City of Anaheim will provide matching funds for the Project as required by the Comprehensive Transportation Funding Program Procedures Manual; and

WHEREAS, the City of Anaheim desires to implement signal coordination and upgrade traffic signal communications on State College Boulevard in the City of Anaheim.

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

1. The Anaheim Public Works Director, or his designee, is hereby authorized to submit a grant application for and on behalf of the City of Anaheim, a public entity established under the laws of the State of California, and is further authorized to execute any actions necessary for the purpose of obtaining the Grant funds, including any extensions and amendments thereof. Said funds shall be matched by funds from City as required and shall be used as supplemental funding to aid the City in the signal improvements and synchronize signals on State College Boulevard in the City of Anaheim.
2. The Anaheim Public Works Director, or his/her designee, is hereby authorized to co-sign the funding application including the commitment of matching funds or in-kind services and is authorized and directed to execute any agreements, assurances, or other documents as may be necessary in connection with the acceptance of said Grant as may be required by the OCTA.
3. Contingent upon the award of said Grant, the annual budget of the City of Anaheim is hereby amended, in the year in which the Grant is awarded, by increasing revenue and expenditures in an amount equal to the amount of the Grant Funds awarded.

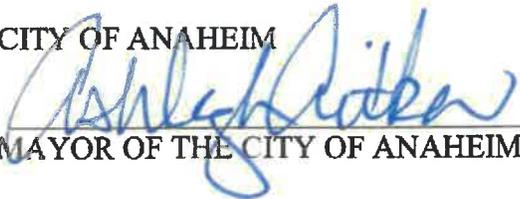
THE FOREGOING RESOLUTION is approved and adopted by the City Council of the City of Anaheim this 17<sup>th</sup> day of December, 2024, by the following roll call vote:

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

NOES: None

ABSENT: None

ABSTAIN: None

CITY OF ANAHEIM  
  
 MAYOR OF THE CITY OF ANAHEIM

ATTEST:  
  
 CITY CLERK OF THE CITY OF ANAHEIM

CLERK'S CERTIFICATE

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

I, THERESA BASS, City Clerk of the City of Anaheim, do hereby certify that the foregoing is the original Resolution No. 2024-130 adopted at a regular meeting provided by law, of the Anaheim City Council held on the 17<sup>th</sup> day of December, 2024 by the following vote of the members thereof:

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

NOES: None

ABSTAIN: None

ABSENT: None

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



CITY CLERK OF THE CITY OF ANAHEIM

(SEAL)



October 17, 2024

John Thai, PE  
Principal Traffic Engineer  
City of Anaheim  
200 South Anaheim Boulevard  
2<sup>nd</sup> Floor, Suite 276  
Anaheim, CA 92805

**Subject: Letter of Support for the Regional Traffic Signal Synchronization  
Application – State College Boulevard Corridor**

Dear Mr. Thai:

The Orange County Transportation Authority recently issued the 2025 Comprehensive Transportation Funding Program (CTFP) Call for Projects for the Regional Traffic Signal Synchronization Program (RTSSP) to coordinate traffic signals across jurisdictional boundaries in the county.

The City of Brea is excited to team with the City of Anaheim, the City of Fullerton, and the City of Orange to submit an RTSSP funding application for the State College Boulevard Corridor. We recognize that revised traffic signal synchronization patterns and improvements to traffic signal control and communications equipment along State College Boulevard between Garden Grove Boulevard in the City of Orange, through the City of Anaheim and the City of Fullerton, to Cliffwood Avenue in the City of Brea will significantly improve traffic operations and safety along this important regional corridor.

The City of Brea is hereby in support of City of Anaheim's effort in pursuing Measure M funds for this project. It is also our intent to provide the required 20% matching funds utilizing a combination of developer funds, Measure M funds, and gas tax funds for work completed within the City of Brea, and to seek City Council adoption of a resolution before the end of the year in support of implementing and funding our portion of this multi-agency project. We will forward the adopted resolution as soon as it is available.

Sincerely,

Ryan Chapman  
City Engineer  
City of Brea

**RESOLUTION NO. 2024-067**

**A RESOLUTION OF THE CITY OF BREA CITY COUNCIL APPROVING THE SUBMITTAL OF AN APPLICATION FOR THE STATE COLLEGE BOULEVARD/THE CITY DRIVE REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM IMPROVEMENT PROJECT TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR FUNDING UNDER THE COMPETITIVE MEASURE M2 REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM**

**A. RECITALS:**

THE CITY COUNCIL OF THE CITY OF BREA HEREBY RESOLVES, DETERMINES, AND ORDERS AS FOLLOWS THAT:

a) WHEREAS, the Measure M2 Regional Traffic Signal Synchronization Program targets over 2,000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow, and reduce congestion across jurisdictions; and

b) WHEREAS, the City of Brea has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive revenues as part of Measure M2;

c) WHEREAS, the CITY must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement.

d) WHEREAS, the CITY authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary.

e) WHEREAS, the City of Brea has currently adopted a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronizing traffic signals across local agencies' boundaries; and

**RESO. NO. 2024-067**  
December 3, 2024

f) WHEREAS, the City of Brea will provide matching funds for each project as required by the Comprehensive Transportation Funding Programs Procedures Manual; and

g) WHEREAS, the City of Brea will not use Renewed Measure M funds to supplant Developer Fees or other commitments; and

h) Whereas, the City of Brea desires to implement multi-jurisdictional signal synchronization listed below; and

**B. RESOLUTION:**

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of Brea hereby requests the Orange County Transportation Authority allocate funds in the amounts specified in the City's application to said City from the Regional Traffic Signal Synchronization Program. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in signal synchronization along the following street(s):

State College Boulevard / The City Drive

Regional Traffic Signal Synchronization Program Project

**APPROVED AND ADOPTED** this 3<sup>rd</sup> day of December 2024.

ATTEST:

  
Lillian Harris-Neal, City Clerk



  
Blair Stewart, Mayor

**RESO. NO. 2024-067**  
December 3, 2024

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

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

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

DATED: 12/09/2024

  
\_\_\_\_\_  
Lillian Harris-Neal, City Clerk



October 18, 2024

John Thai, PE  
Principal Traffic Engineer  
City of Anaheim  
200 South Anaheim Boulevard  
2<sup>nd</sup> Floor, Suite 276  
Anaheim, CA 92805

**Subject: Letter of Support for the Regional Traffic Signal Synchronization Application – State College Boulevard Corridor**

Dear Mr. Thai:

The Orange County Transportation Authority recently issued the 2025 Comprehensive Transportation Funding Program (CTFP) Call for Projects for the Regional Traffic Signal Synchronization Program (RTSSP) to coordinate traffic signals across jurisdictional boundaries in the County.

The City of Fullerton, in coordination with the City of Anaheim, identified the State College Boulevard Corridor for Project P application. Signal synchronization and upgraded traffic signal operational equipment and communication at locations between the intersection of Central Avenue & Cliffwood Avenue in the City of Brea; through the City of Fullerton; and, terminating at the intersection of The City Drive & Garden Grove Boulevard/Memory Lane in the City of Orange will improve the traffic operations along this corridor.

The City of Fullerton is in support of the City of Anaheim's effort in pursuing Renewed Measure M funds for this project. The City is committed to provide the required matching funds (Gas Tax) and will be seeking City Council's adoption of a resolution by December 3, 2024 in support of implementing and funding this project. We will forward the adopted resolution as soon as it is available.

Sincerely,

CITY OF FULLERTON

A handwritten signature in blue ink, appearing to read "M. Plotnik".

Michael Plotnik, PE, TE  
City Traffic Engineer

2024-10-18 - State College RTSSP - Fullerton Letter of Support

RESOLUTION NO. 2024-053

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, AUTHORIZING PARTICIPATION IN AN APPLICATION FOR FUNDS FOR THE STATE COLLEGE BOULEVARD REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY UNDER THE COMPETITIVE MEASURE M2 REGIONAL TRANSPORTATION SIGNAL SYNCHRONIZATION PROGRAM

WHEREAS, the Measure M2 Regional Traffic Signal Synchronization Program targets over 2000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow and reduce congestion across jurisdictions.

WHEREAS, the City of Anaheim is the lead agency, in partnership with the cities of Brea, Fullerton and Orange and Caltrans for the State College Boulevard Regional Traffic Signal Synchronization Program (RTSSP) Project to synchronize 58 total signals on State College Boulevard (the "Project").

WHEREAS, The Orange County Transportation Authority has declared the City of Fullerton met eligibility requirements to receive revenues as part of Measure M2.

WHEREAS, the City of Fullerton has adopted Local Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronize traffic signals across local agencies' boundaries.

WHEREAS, the City of Fullerton will provide matching funds for each project as required by the Orange County Comprehensive Transportation Funding Programs Manual.

WHEREAS, the City of Fullerton will not use Measure M funds to supplement Developer Fees or other commitments.

WHEREAS, the City of Fullerton desires to implement multi-jurisdictional signal synchronization listed in this resolution.

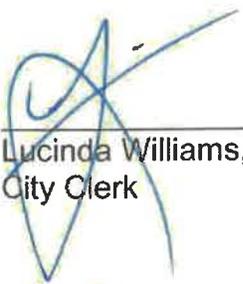
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FULLERTON RESOLVES AS FOLLOWS:

1. The City Council of the City of Fullerton requests the Orange County Transportation Authority allocate funds in the amounts specified in the project application to said City from the Regional Transportation Signal Synchronization Program to implement regional signal synchronization along the State College Boulevard Corridor.

ADOPTED BY THE FULLERTON CITY COUNCIL ON NOVEMBER 19, 2024.

Nicholas Dunlap  
Mayor

ATTEST:

  
\_\_\_\_\_  
Lucinda Williams, MMC  
City Clerk

November 27, 2024  
Date

CITY OF FULLERTON  
RESOLUTION CERTIFICATION

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

RESOLUTION NO. 2024-053

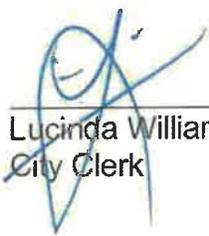
I, Lucinda Williams, City Clerk and ex-officio Clerk of the City Council of the City of Fullerton, California, hereby certify that the whole number of the members of the City Council of the City of Fullerton is five and that City Council adopted the above and foregoing Resolution No. 2024-053 at a regular meeting of the City Council held November 19, 2024 by the following vote:

COUNCIL MEMBERS IN FAVOR: Dunlap, Whitaker, Zahra

COUNCIL MEMBERS OPPOSED: None

COUNCIL MEMBERS ABSTAINED: None

COUNCIL MEMBERS ABSENT: Charles, Jung

  
\_\_\_\_\_  
Lucinda Williams, MMC  
City Clerk



**City of Orange**

Public Works Department  
300 E. Chapman Ave.  
Orange, CA 92866

October 18, 2024

Mr. John Thai  
Principal Traffic Engineer  
City of Anaheim  
Traffic Management Center  
200 S. Anaheim Boulevard  
Anaheim, CA 92805

**Subject: Letter of Intent for Regional Traffic Signal Synchronization Program Application – State College Boulevard/The City Drive Corridor**

Dear Mr. Thai:

The Orange County Transportation Authority recently issued the 2025 Comprehensive Transportation Funding Program Call for Projects for Regional Traffic Signal Synchronization Program (Project P) to coordinate traffic signals across jurisdictional boundaries in the County.

The City of Orange, in coordination with the cities of Anaheim, Brea and Fullerton, identified the State College Boulevard/The City Drive corridor for Project P application. Signal synchronization on this corridor between Cliffwood Avenue in the City of Brea and Garden Grove Boulevard in the City of Orange will improve the signal coordination along this heavily traveled corridor.

The City of Orange is in support of the City of Anaheim's effort in pursuing Renewed Measure M funds for this project.

The City of Orange is committed to providing the required matching funds (cash match only) and will be seeking City Council adoption of a resolution on December 10, 2024, in support of implementing and funding this project. The source of the cash match will be a combination of Gas Tax (local funding) and Measure M2 Fair Share. We will forward the adopted resolution as soon as it is available.

Sincerely,

Christopher S. Cash  
Director of Public Works  
City of Orange

**RESOLUTION NO. 11590**

**A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF ORANGE APPROVING  
THE SUBMITTAL OF IMPROVEMENT  
PROJECTS TO THE ORANGE COUNTY  
TRANSPORTATION AUTHORITY FOR  
FUNDING UNDER THE COMPETITIVE  
MEASURE M2 REGIONAL TRAFFIC  
SIGNAL SYNCHRONIZATION PROGRAM.**

**WHEREAS**, the Measure M2 Regional Traffic Signal Synchronization Program targets over 2,000 signalized intersections across Orange County to maintain traffic signal synchronization, improve traffic flow, and reduce congestion across jurisdictions; and

**WHEREAS**, the City of Orange has been declared by the Orange County Transportation Authority to meet the eligibility requirements to receive revenues as part of Measure M2; and

**WHEREAS**, the City of Orange must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and

**WHEREAS**, the City of Orange authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the Orange County Transportation Authority Board of Directors, if necessary; and

**WHEREAS**, the City of Orange has currently adopted a Local Signal Synchronization Plan consistent with the Regional Traffic Signal Synchronization Master Plan as a key component of local agencies' efforts to synchronizing traffic signals across local agencies' boundaries; and

**WHEREAS**, the City of Orange will provide matching funds for each project as required by the Comprehensive Transportation Funding Programs Procedures Manual; and

**WHEREAS**, the City of Orange will not use Renewed Measure M funds to supplant Developer Fees or other commitments; and

**WHEREAS**, the City of Orange desires to implement multi-jurisdictional signal synchronization listed below; and

**WHEREAS**, the City Council delegates signature authority to the Public Works Director or his designee to facilitate delivery of the project.

**NOW, THEREFORE, BE IT RESOLVED**, the City Council of the City of Orange hereby requests the Orange County Transportation Authority allocate funds in the amounts

specified in the City's application to said City from the Regional Traffic Signal Synchronization Program. Said funds, if approved, shall be matched by funds from said City as required and shall be used as supplemental funding to aid the City in signal synchronization along the State College Boulevard/The City Drive Corridor.

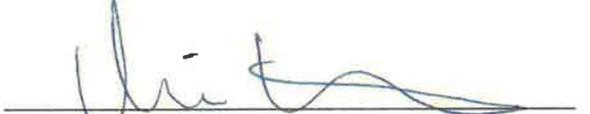
**ADOPTED** this 14th day of January 2025

  
Daniel R. Slater, Mayor, City of Orange

**ATTEST:**

  
Pamela Coleman, City Clerk, City of Orange

**APPROVED AS TO FORM:**

  
Mike Vigliotta, City Attorney, City of Orange

STATE OF CALIFORNIA )  
COUNTY OF ORANGE )  
CITY OF ORANGE )

I, PAMELA COLEMAN, City Clerk of the City of Orange, California, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Orange at a regular meeting thereof held on the 14<sup>th</sup> day of January 2025 by the following vote:

- AYES: COUNCILMEMBERS: Bilodeau, Barrios, Tavoularis, Gutierrez, Gyllenhammer, Slater
- NOES: COUNCILMEMBERS: None
- ABSENT: COUNCILMEMBERS: None
- ABSTAIN: COUNCILMEMBERS: Dumitru

  
Pamela Coleman, City Clerk, City of Orange

## California Department of Transportation



DISTRICT 12  
1750 East 4<sup>th</sup> Street, Suite 100 | SANTA ANA, CA 92705  
(657) 328-6000 | FAX (657) 328-6522 TTY 711  
<https://dot.ca.gov/caltrans-near-me/district-12>

October 18, 2024

John Thai  
Principal Civil Engineer  
City of Anaheim  
201 South Anaheim Boulevard, Suite #502  
Anaheim, CA 92805

Subject: Letter of Support for Regional Traffic Signal Synchronization Program  
Application –State College Boulevard Corridor

Dear Mr. Thai:

The Orange County Transportation Authority recently issued the 2025 Comprehensive Transportation Funding Program Call for Projects for the Regional Traffic Signal Synchronization Program to coordinate traffic signals across jurisdictional boundaries in the County.

The State of California Department of Transportation (Caltrans) is in support of the City of Anaheim's submittal of the Call for the Projects application for signal synchronization on the State College Boulevard Corridor from the City of Brea to the City of Orange.

If you have any questions or require additional information, please contact Mr. Mason Nguyen at (949) 279-9175 or by email at [Mason.Nguyen@dot.ca.gov](mailto:Mason.Nguyen@dot.ca.gov)

Sincerely,

A handwritten signature in black ink that reads 'Peter Ngo'.

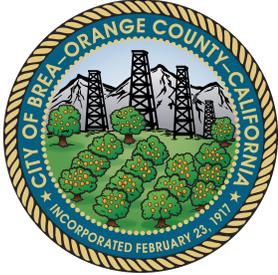
Peter Ngo, P.E.  
Branch Chief, Traffic Signals/Ramp Metering/Census  
Caltrans District 12  
6681 Marine Way  
Irvine, CA 92618  
Mobile: (949) 285-4262

# Appendix E

## ADDITIONAL INFORMATION

Implementing Agency	TMC Improvements
<b>Brea</b>	1. Furnish and Install 2 New Work Stations for TMC/Remote TMC, New Cubic ATMS/Synchrogreen Server & Econolite Centracs Server and 2-year maintenance agreement renewal. 2. Two 65" Industrial Monitors for TMC/Remote TMC
<b>Anaheim</b>	1. Server/RAID for central system 2. UPS for TMC Servers
<b>Fullerton</b>	Kinetic Server; Monitor – Samsung or Planar VMS – Milestone Laptop (field hardened) – Panasonic or Dell Layer 3 Switch – Cisco VMS Server (Milestone) – Dell or HP Traffic Server (Kinetic) – Dell or HP Trafficware Synchro - Cubic

ELIGIBLE IMPROVEMENTS	SCORE BASED ON STATUS	
<b>Signal Timing (No Capital)</b>	<b>Online</b>	<b>Offline</b>
Timing Only	50	30
Timing + Traffic Responsive (license only)	50	15
Timing + Peer-to-Peer (configuration only)	50	40
Timing + Traffic Adaptive (license only)	40	1
<b>Signal Communication</b>	<b>No Time Source</b>	<b>Time Source</b>
Above ground (e.g. wireless, cellular, etc.)	50	30
Fiber Optic underground	25	15
All other (e.g. copper, aerial fiber, GPS, etc.)	5	1
<b>Field Elements</b>	<b>None/5+ Years</b>	<b>Within 5 Years</b>
ATC signal controller	50	10
Signal cabinet on existing foundation	30	10
Signal cabinet on new foundation	15	5
BBS/USP (attached)	20	10
BBS/UPS on existing foundation	10	5
BBS/UPS on new foundation	5	1
CCTV	30	10
Vehicle detection (ATSPM inputs + counts)	50	30
Vehicle detection (ATSPM inputs)	40	20
Vehicle detection + bicycle detection	30	15
Vehicle detection	30	15
Bicycle detection	30	15
Pedestrian detection (audible)	50	30
Pedestrian detection	30	15
Active transportation/pedestrian safety	50	30
Transit Signal Priority	50	25
EVP (hybrid or GPS)	40	10
EVP (infrared)	30	10
Speed feedback signs (existing post)	40	10
Speed feedback signs (new post)	20	10
Signal Performance Monitoring	40	10
<b>Minor Signal Operational Improvements</b>	<b>None/5+ Years</b>	<b>Within 5 Years</b>
Channelization	40	20
Signal phasing improvement	50	25
<b>TMC/TOC</b>	<b>None/10+ Years</b>	<b>Within 10 Years</b>
Central System (server, licenses, workstations)	40	20
Display (video wall, VMS, etc.)	30	10
UPS for TMC	20	5
<b>Caltrans Participation</b>	<b>With Coop</b>	<b>Without Coop</b>
Caltrans Cooperative Agreement	50	25



# CITY of BREA

Finance Committee Communication  
 February 24, 2026  
 Item No. 3B.

## Contingency Adjustment for the Integrated Crime Center (ICC) Citywide Camera Network, CIP 7719

TO	PREPARED BY
Finance Committee Members	Bryan Hong, Assistant City Engineer
DEPARTMENT HEAD APPROVAL	CITY MANAGER APPROVAL
Michael Ho, Public Works Director	Kristin Griffith, City Manager

### **RECOMMENDATION**

Staff recommends that Finance Committee recommend that the City Council take the following action:

1. Increase the construction contingency by \$200,000 and authorize the City Engineer to issue change orders within the approved contingency.

### **BACKGROUND/DISCUSSION**

The Capital Improvement Program ("CIP") project for the Police Department's Integrated Crime Center (ICC) Citywide Camera Network ("Project"), CIP 7719, was programmed within the FY 2025-27 CIP Budget for construction. The Project, located throughout the City of Brea along nine (9) primary corridors: Associated Road, Berry Street, Birch Street, Brea Boulevard, Central Avenue, Kraemer Boulevard, Lambert Road, Rose Drive, and State College Boulevard (see Attachment A for reference as to overall project location). The Project generally consists of, but is not limited to: installation of segments of new conduit, new fiber optic cable, new pull boxes, removal of existing copper signal interconnect cable, installation of new ethernet switches and fiber distribution units, installation of closed-circuit television (CCTV) cameras, integration, and all associated work in accordance with the Project Plans and Specifications.

On August 19, 2025, the City Council awarded a construction contract to International Line Builders, Inc., dba ILB Electric, for \$1,223,382.00 and approved a \$122,338.20 (10%) contingency for a total approved construction budget of \$1,345,720.20 for the Project.

On October 6, 2025, staff issued a Notice to Proceed to begin the construction. Since the start of construction, the contractor has encountered several unforeseen conditions resulting in change orders currently totaling approximately \$260,000. These change orders include the following items:

- Procurement and configuration of three (3) new Layer 3 switches for the fiber network system
- Procurement of twenty-nine (29) new small form-factor pluggable (SFPs) to complete the fiber network system
- Repair and replacement of damaged conduit in multiple locations discovered during construction, including site restoration

To resolve these unanticipated construction issues, City staff recommends increasing the construction contingency by \$200,000, bringing the total to \$322,338.20. This additional contingency is necessary to facilitate the timely authorization of change orders identified in construction and to advance the Project towards completion.

### **FISCAL IMPACT/SUMMARY**

There is no fiscal impact on the General Fund. Approval of this increased construction contingency will result in a total project cost of \$1,668,058.40, which includes the original construction contract amount, a 10% contingency, Construction Engineering costs, and the requested \$200,000 contingency. The Board of State and Community Corrections (BSCC) grant will reimburse these costs incurred through December 2026.

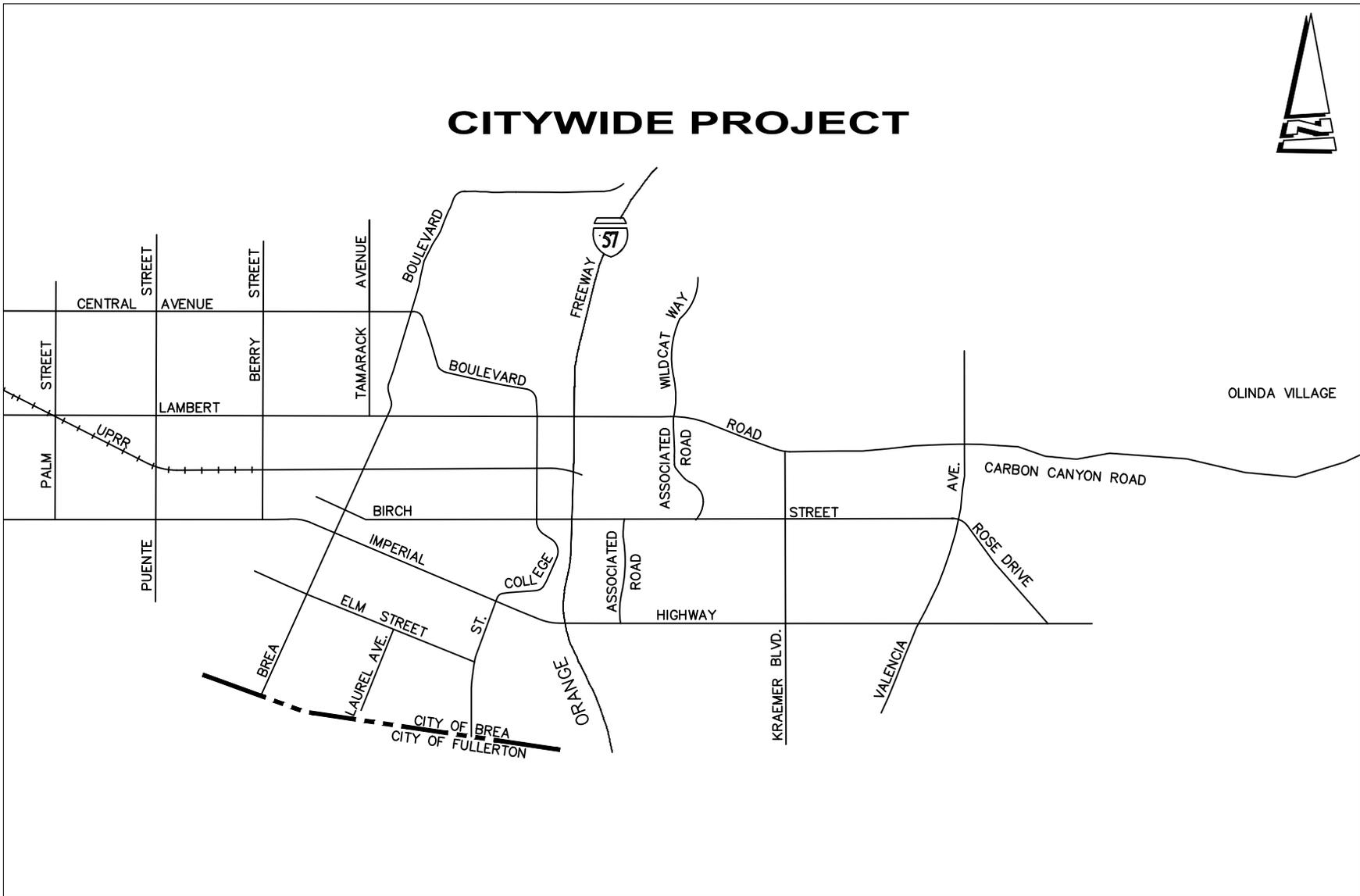
### **Attachments**

[Attachment A - Location Map.pdf](#)

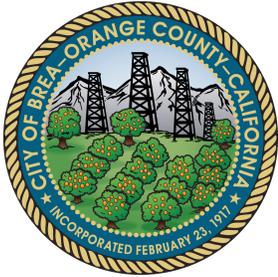
# PROJECT 7719

## FACILITY IMPROVEMENTS - BREAA PD INTEGRATED CRIME CENTER (ICC) CITYWIDE CAMERA NETWORK

### CITYWIDE PROJECT



**VICINITY MAP**  
NOT TO SCALE



# CITY of BREA

Finance Committee Communication  
 February 24, 2026  
 Item No. 3C.

**Designate the City Manager signing authority for all Public Provider Ground Emergency Medical Transport (PP-GEMT) and Variable Rate Range Intergovernmental Transfer (VRR-IGT) certifications and agreements**

TO	PREPARED BY
Finance Committee Members	Danielle Boal, EMS Manager
DEPARTMENT HEAD APPROVAL	CITY MANAGER APPROVAL
Dan Mielke, Fire Chief	Kristin Griffith, City Manager

**RECOMMENDATION**

Staff recommends that the Finance Committee recommend the City Council take the following actions:

1. Authorize the City Manager to execute required certifications, agreements, and Intergovernmental Transfer (IGT) payments necessary for the City of Brea's participation in the Public Provider Ground Emergency Medical Transportation (PP-GEMT) and Voluntary Rate Range Intergovernmental Transfer (VRR-IGT) programs administered by the California Department of Health Care Services (DHCS); and
2. Amend the City's FY 2025-27 Operating Budget within the Paramedic Services Fund (174) for any reimbursement received and expenditures incurred for these programs

**BACKGROUND/DISCUSSION**

PPGEMT and VRR-IGT programs were developed to allow eligible emergency medical services transportation providers to recover previously unreimbursed costs associated with ambulance transports provided to Medi-Cal managed care patients. Contributing to these programs is optional while receiving the funds is mandatory.

In 2024, Brea Fire Department transitioned its Ambulance Program to a new cost recovery structure that allowed the City of Brea (City) to become eligible for federal reimbursements. In accordance with California Assembly Bill 1705, DHCS developed the PP-GEMT program and VRR-IGT program to reimburse emergency medical transports by eligible transportation providers for costs associated with serving individuals covered by Medi-Cal. This is the second year that the City has participated in PP-GEMT, with 2025 being the inaugural year. As of December 2025, the City has contributed \$95,936.94 to DHCS for the PP-GEMT program and has received \$736,609.25 in reimbursements, resulting in a net gain of \$634,478.31. Additionally, the city has contributed \$6,194.00 to the VRR-IGT program and received \$49,078.18, resulting in a net gain of \$42,884.18.

**Public Provider Ground Emergency Medical Transportation (PP-GEMT) Program**

The PP-GEMT program assists the City in recovering costs associated with the provision of Emergency Medical Services (EMS) to individuals who are covered by Medi-Cal. The program provides an important opportunity for the City to cost recover ambulance transport fees that would otherwise be unavailable. Participation is mandatory for public provider and requires the City to collect ambulance transport fees for each Medi-Cal transport provided.

While the PP-GEMT program is mandatory; cities, counties, and other public providers in the State may optionally contribute funds to the State to support the program. This optional contribution is highly encouraged as it allows the PP-GEMT program to secure Federal matching funds that are the basis for providing higher reimbursement rates for each Medi-Cal patient transported. The State would not have adequate funds to receive the full federal match without enough contributions from public providers which would eliminate the existing program. While the contribution is optional, staff recommends the City provide it to ensure ongoing revenues associated with PP-GEMT continue.

### **VRR-IGT Program**

The Voluntary Rate Range Intergovernmental Transfer (VRR-IGT) program is a supplemental reimbursement program that began statewide in 2006 and allows the City to recover previously unreimbursed costs associated with ambulance transport services provided to Medi-Cal managed care patients. Participation enables the City to leverage local funds to obtain additional federal matching dollars, resulting in increased net revenue to offset EMS operating costs.

### **FISCAL IMPACT/SUMMARY**

The contributions and reimbursements from these programs depend on the number of Medi-Cal transports provided in a calendar year and the number of contributing agencies. Since December 31, 2025, through participation in the PP-GEMT and VRR-IGT programs, the City has contributed \$102,130.94 to DHCS and received \$785,687.43 in reimbursements, resulting in a net gain of \$683,556.49. If approved, staff recommends appropriating all reimbursement received and related expenditures to the City's operating budget within the Paramedic Services Fund (174).