



Orange County Transportation Authority

Technical Steering Committee Agenda Wednesday, May 13, 2026 at 1:30 p.m.

550 South Main Street, Orange, California, Room 07

Call to Order

Action Items

1. **Approval of Minutes**

Clerk of the Board

Recommendation(s)

Approve the minutes of the April 8, 2026, Technical Steering Committee meeting.

Attachments:

[Minutes](#)

Informational Items

2. **Correspondence Items of Interest**

Overview

Staff included items of interest presented at Orange County Transportation Authority Board meetings or distributed to the Committee via email.

Attachments:

[Attachment A](#)

Discussion Items

3. **Comprehensive Transportation Funding Programs Guidelines - Review Session #4 Workshop**

Alicia Yang/Charvalen Alacar

Attachments:

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

4. **Staff Comments**

5. **Committee Member Comments**

6. **Items for Future Agendas**

7. **Public Comments**

TECHNICAL STEERING COMMITTEE MEETING AGENDA

8. Adjournment

The next scheduled meeting of this Committee will be held:

1:30 p.m. on Wednesday, May 27, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Accommodations

Any person with a disability requiring accommodation to participate in this meeting should contact the Clerk of the Board's office at (714) 560-5676, no less than two business days prior to the meeting to make arrangements.

Agenda Descriptions

Agenda descriptions are intended to provide a summary of items of business to be transacted or discussed. The Board/Committee may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to this agenda are available for viewing at www.octa.net or at OCTA Headquarters, 600 S. Main Street, Orange, CA during normal business hours.

Meeting Access and Public Comments on Agenda Items

Public comments can be made in-person at the meeting by completing speaker's card and submitting it to the Clerk of the Board prior to the item being called by the Chair. Public speakers will be recognized by the Chair and comments shall be limited to three minutes (unless otherwise directed by the Chair). Language translation can be provided upon request, if available.

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

Written Comment

Written comments may be emailed to Committees@octa.net no later than 5:00 p.m. the day prior to the meeting. Timely received written comments will be part of the public record and distributed to the Board/Committee.



Committee Members Present

Iris Lee, Chair
Jacki Scott, Vice Chair
Rudy Emami, District 4
Temo Galvez, District 1
Kenny Nguyen, District 2
Joe Ames, District 5
Raja Sethuraman, At-Large

Staff Present

Rose Casey, Planning
Adriann Cardoso, Planning
Charvalen Alacar, Planning
Cynthia Morales, Staff Liaison
Andrea West, Clerk of the Board
OCTA Staff

Committee Members Absent

Jamie Lai, District 3
Justin Gollhofer, At-Large

Call to Order

The April 8, 2026, Technical Steering Committee meeting was called to order by Chair Lee at 1:30 p.m.

Action Items

1. Approval of Minutes

A motion was made by Member Emami, seconded by Member Sethuraman, and declared passed by those present, to approve the minutes of the March 25, 2026, Technical Steering Committee meeting.

2. Comprehensive Transportation Funding Programs - 2026 Call for Projects Programming Recommendations

Cynthia Morales, Planning Division, provided a verbal report.

A motion was made by Member Emami, seconded by Vice Chair Scott and declared passed by those present to:

- A. Recommend for Board of Directors approval the award of \$55.67 million in 2026 Regional Capacity Program (Project O) funds to eight local agency projects.
- B. Recommend for Board of Directors approval the award of \$12.29 million in 2026 Regional Traffic Signal Synchronization Program (Project P) funds to six local agency projects.

Informational Items

3. Correspondence

Chair Lee directed Members to the agenda for information related to this item.



4. Staff Comments

There were no staff comments received.

5. Committee Member Comments

Member Sethuraman inquired about adjustments to the Maintenance of Effort notification process, and Adriann Cardoso, Planning Division, provided a response.

6. Items for Future Agendas

No items were recommended.

7. Public Comments

No public comments were received for this meeting.

Discussion Items

8. Comprehensive Transportation Funding Programs Guidelines - Review Session #3 Workshop

Charvalen Alacar, Planning Division, made a presentation, and the Committee provided feedback.

Public Comment was heard from Rick Yee.

9. Adjournment

The meeting adjourned at 3:10 p.m.

The next scheduled meeting of this Committee will be held:

1:30 p.m. on Wednesday, May 13, 2026
OCTA Headquarters
550 South Main Street
Orange, California



Correspondence



AGENDA

Technical Steering Committee

Item #2

Item 2, Attachment A: OCTA Board Items of Interest

- **Monday, April 13, 2026**

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

Item #6: Fiscal Year 2026-27 through Fiscal Year 2028-29 Measure M2 Maintenance of Effort Adjustment, Updates to the Eligibility, Countywide Pavement Management Plan and Local Signal Synchronization Plan Guidelines, and Approval of Measure M2 Local Fair Share Guidelines

- **Monday, April 27, 2026**

Item #9: State Legislative Status Report

Item #10: Federal Legislative Status Report

Item #19: Measure M2 Quarterly Progress Report for the Period of October 2025 through December 2025

Item #20: Measure M2 Ten-Year Review Report and Action Plan

Item #21: 15 Years of Measure M2



AGENDA

Technical Steering Committee

Item #2

Item 2, Attachment B: Announcements by Email

- M2 Eligibility Workshop on Tuesday, April 14, 2026 at 10:00am, *sent on 4/6/2026*
- REMINDER: M2 Eligibility Workshop Tomorrow, April 14th at 10:00am, sent on 4/13/2026
- EMSD 5.6.26 Workshop Registration Notice, *sent on 4/20/2026*
- 2026 OCTA Pavement Management Training, *sent on 4/23/2026*

**CTFP Guidelines Revisions for Payment Processing
Chapter 8 Regional Traffic Signal Synchronization Program (Project P) and Chapter 7 - Programming Approach**

Item No.	2026 Guidelines Page	Chapter	Section Title	Current Language	Proposed Language	Reason for Change
1	8-1	8	Overview	The RTSSMP will be reviewed and updated by OCTA. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the RTSSMP and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the RTSSMP and requirements for Local Plan development are available in the Guidelines for the Preparation of Local Signal Synchronization Plans (updated April 2023). These guidelines are available at the following link: https://www.octa.net/pdf/Guidelines-Preparation-LSSP.pdf .	The RTSSMP will be reviewed and updated by OCTA. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the RTSSMP and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the RTSSMP and requirements for Local Plan development are available in the Guidelines for the Preparation of Local Signal Synchronization Plans (updated April 2026). These guidelines are available at the following link: https://www.octa.net/M2Eligibility .	Update link for resource accessibility
2	8-10	8	Funding Estimates	<p>The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated \$270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.</p> <p>The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, a project cap of \$75,000 per signal or \$250,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that offset signals will not be counted towards the total number of signals on the project for purposes of calculating the project cap.</p>	<p>The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated \$270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.</p> <p>The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, a project cap of \$84,000 per signal or \$280,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that offset signals will not be counted towards the total number of signals on the project for purposes of calculating the project cap.</p>	<p>The "Funding Estimates" section was moved to earlier in the chapter to improve the flow of information and for consistency with other CTFP program chapters.</p> <p>The signal synchronization tasks that were previously waived due to efforts by the Countywide Baseline project will return as a requirement for this call. The project cap was increased by \$9,000 per signal to account for these efforts while leaving the same amount of funds for eligible improvements. The same percentage increase (12%) was incorporated to the per mile cap (additional \$30,000 per mile).</p>
3	8-2	8	2027 Call for Projects	5. Projects are funded for a grant period of three (3) years and are divided into two phases: a. Primary Implementation (PI) – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. A report is required at the conclusion of this phase to document work completed during the PI phase. This PI Report shall be submitted with the final report.	3. Projects are funded for a grant period of three (3) years for the Primary Implementation phase, followed by a subsequent Ongoing Operations and Maintenance phase: a. Primary Implementation (PI) – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. Lead jurisdiction must have OCTA's written confirmation of eligible and ineligible costs, as well as written approval to proceed, prior to issuing any construction-related Notice to Proceed, Task Order, and/or construction contract. A report is required at the conclusion of this phase to document work completed during the PI phase. This PI Report shall be submitted with the final report.	<p>Revise grant period to 3 years for the PI phase to provide adequate time to complete the scope of the grant application. The typical period of 2 years of O&M following PI will remain.</p> <p>Added text to align with new Precept 6 (cost eligibility confirmation process for CON and PI phases) and the process proposed in Chapter 2 under Programming Policies to minimize closeout delays by confirming eligible elements in the final design package.</p>
4	8-2	8	2027 Call for Projects	3. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30). 4. Project delays resulting in a time extension request will fall within the process outlined in the CTFP Guidelines.	5. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30). The date of encumbrance of each phase will be determined by contractual documents (e.g. fully executed contract, NTP, etc.). Local agencies are encouraged to issue separate NTP when combining contracts for both the PI and O&M phases. NTP requirements should be identified in the initial contract/agreement to avoid obligation of both phases at the same time. 6. Project delays resulting in a time extension request will fall within the process outlined in Chapter 2, Project Programming.	<p>Move bullets down the list to improve the flow of the section. And, appropriate language from Project Extensions section moved to this bullet.</p> <p>Clarify date of encumbrance as each phase can start simultaneously or staggered depending on how the projects are procured.</p> <p>Specify the chapter within the guideline to reference for extension requests.</p>
5	8-3	8	2027 Call for Projects	7. Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the three-year grant period is completed and a final report for both phases have been submitted to OCTA.	7. Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the final report for both phases have been submitted to OCTA.	Delete reference to three-year grant period based on revision to new bullet 3 in this section.
6	8-3	8	2027 Call for Projects	9. Applications with full participation of agencies and signals in the OCTA Countywide Signal Synchronization Baseline Project (Baseline Project) may elect to waive data collection, timing development, and timing implementation tasks in their application. A waiver will only be accepted if all participating agencies (excluding Caltrans) execute a cooperative agreement with OCTA by no later than the date the funding recommendations are presented to the TSC, as these tasks will be covered in the Baseline Project. Note that "Before" and "After" studies and tasks in the O&M phase will still be required as part of Project P.	Removed in its entirety.	Delete all references to the Countywide Baseline project as these terms are not valid for this call.
7	8-3	8	2027 Call for Projects	For specifics on the funding policies that apply to this call, refer to the Program Precepts in Section V of these guidelines.	For specifics on the funding policies that apply to this call, refer to the Program Precepts in Section V and Chapter 2 of these guidelines.	Reference to where applicants can find more information.
8	8-3	8	Applications	<p>In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project application. OCTA shall require agencies to submit applications for the call for projects by 5:00 p.m. on Thursday, November 20, 2025. Late and/or incomplete submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.</p> <p>A separate application package must be completed for each individual project and uploaded to OCFundtracker. One (1) electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email of each complete application shall also be delivered to:</p>	<p>In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project application. OCTA shall require agencies to submit applications for the call for projects by 5:00 p.m. on Thursday, October 22, 2026. Late and/or incomplete submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.</p> <p>A separate application package must be completed for each individual project and uploaded to OCFundtracker. One (1) electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email of each complete application shall also be submitted to OCTA by the application deadline. Hardcopies will not be accepted.</p>	<p>Revise the key call date to align with the 2027 call schedule.</p> <p>All application materials must be sent electronically. Hardcopies will not be accepted.</p>

**CTFP Guidelines Revisions for Payment Processing
Chapter 8 Regional Traffic Signal Synchronization Program (Project P) and Chapter 7 - Programming Approach**

Item No.	2026 Guidelines Page	Chapter	Section Title	Current Language	Proposed Language	Reason for Change
9	8-6	8	OCFundtracker Application Components	<p>OCFundtracker Application Components Final applications MUST be submitted via OCFundtracker and in electronic format. Selection criteria must be inputted as part of the OCFundtracker online application and includes the following categories of information:</p> <p>Transportation Significance, Number of Jurisdictions, Project Scale, Economic Effectiveness, Project Characteristics, Current Project Status, and Funding Match Rate.</p>	No material changes to text	This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.
10	8-7	8	Checklist Guide	<p>Checklist Guide The "Project P Regional Traffic Signal Synchronization Program Application Checklist" has been provided for the RTSSP (Exhibit 8-1). The checklist identifies the basic documentation required for the program. In addition to items required at the time of project submittal, additional items that are not specified may be requested later. The checklist should be provided as a table of contents for each application submitted. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application.</p>	No material changes to text	This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.
11	8-7	8	Sample Resolution Form	<p>Sample Resolution Form A resolution or minute action must be approved by the local agency's governing body. A sample resolution is included as Exhibit 8-2. Local agencies, at a minimum, must include items a-h from the sample resolution. The mechanism selected shall serve as a formal request for RTSSP funds and will state that matching funds will be provided by the agency, if necessary. All project requests (i.e., multiple corridors proposed for RTSSP funds) must be included in this action.</p>	No material changes to text	This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.
12	8-23	8	Project Summary Information	<p>For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. OCTA staff will request the PowerPoint file when/if a project is recommended for funding.</p>	<p>For each application that is recommended for funding, the agency may be asked to submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. OCTA staff may request the PowerPoint file when/if a project is recommended for funding.</p>	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.</p> <p>Revised requirement for a PowerPoint presentation for RTSSP applications to an "as-needed" basis.</p>

**CTFP Guidelines Revisions for Payment Processing
Chapter 8 Regional Traffic Signal Synchronization Program (Project P) and Chapter 7 - Programming Approach**

Item No.	2026 Guidelines Page	Chapter	Section Title	Current Language	Proposed Language	Reason for Change
13	8-7	8	Project Definition	<p>Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.</p> <p>Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a Final Report for both phases submitted to OCTA. Projects can be the full length of the corridor or a segment that complies with the minimum project requirements identified later in the chapter.</p> <p>All participating agencies (except Caltrans) and their respective project signals in the application must be participants of the OCTA Baseline Project in order to be eligible to waive the data collection, timing development, and timing implementation tasks of the Project P project. Offset signal improvements are also only available to applications that have full Baseline Project participation (excluding Caltrans).</p> <p>Per the RTSSMP, the Project P projects are corridor-based. The applicant agency and owning agencies submitting a "route" project must provide evidence, including actual vehicle counts and a description of the proposed route to demonstrate that the interconnected corridors do form a coherent route. A "route" project shall meet the Minimum Eligibility Requirements as described on Page 8-19.</p> <p>For route projects encompassing more than two (2) corridors, current Origin-Destination (OD) count data (field or third-party crowdsourcing accepted), shall be provided. This data shall include a detailed depiction of the route and clearly highlight the OD points using the collected vehicle data. Discussion with OCTA staff regarding OD data gathering prior to collection for the application is highly encouraged. The analysis must illustrate how the route offers a coherent and logical path, detail the expected benefits, and explain the rationale behind drivers' choice of this particular route. Additionally, routes must maintain the integrity of eligible and/or previously synchronized corridors, avoiding any disruption to established routes to ensure seamless connectivity. The provided data should be recent, preferably within the last 12 months, and collected during peak traffic hours. Include maps and diagrams that illustrate the OD points and the flow of the route. A draft application must be submitted at least four (4) weeks prior to the application deadline. Failure to submit a draft application by September 24, 2026, will result in automatic disqualification of the project. By adhering to these guidelines, applicants will ensure their projects align with the objectives of Project P.</p> <p>A "grid" project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:</p> <ul style="list-style-type: none"> • Show that timing changes on the main corridor will greatly impact the crossing corridor(s) • Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor <p>All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid. Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined in the following section.</p>	<p>Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.</p> <p>Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a Final Report for both phases submitted to OCTA. Projects can be the full length of the corridor or a segment that complies with the minimum project requirements identified later in the chapter.</p> <p>Per the RTSSMP, the Project P projects are corridor-based. The applicant agency and owning agencies submitting a "route" project must provide evidence, including actual vehicle counts and a description of the proposed route to demonstrate that the interconnected corridors do form a coherent route. A "route" project shall meet the Minimum Eligibility Requirements as described on Page 8-19.</p> <p>For route projects encompassing more than two (2) corridors, current Origin-Destination (OD) count data (field or third-party crowdsourcing accepted), shall be provided. This data shall include a detailed depiction of the route and clearly highlight the OD points using the collected vehicle data. Discussion with OCTA staff regarding OD data gathering prior to collection for the application is highly encouraged. The analysis must illustrate how the route offers a coherent and logical path, detail the expected benefits, and explain the rationale behind drivers' choice of this particular route. Additionally, routes must maintain the integrity of eligible and/or previously synchronized corridors, avoiding any disruption to established routes to ensure seamless connectivity. The provided data should be recent, preferably within the last 12 months, and collected during peak traffic hours. Include maps and diagrams that illustrate the OD points and the flow of the route. A draft application must be submitted at least four (4) weeks prior to the application deadline. Failure to submit a draft application by September 24, 2026, will result in automatic disqualification of the project. By adhering to these guidelines, applicants will ensure their projects align with the objectives of Project P.</p> <p>A "grid" project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:</p> <ul style="list-style-type: none"> • Show that timing changes on the main corridor will greatly impact the crossing corridor(s) • Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor <p>All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid.</p> <p>Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined under Selection Criteria.</p>	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters.</p> <p>Delete all references to the Countywide Baseline project as these terms are not valid for this call.</p> <p>Bolded text for the specific items in this paragraph for emphasis and revised deadline for draft application submittal to align with the 2027 call schedule.</p> <p>Clarifying the specific section to reference.</p>

**CTFP Guidelines Revisions for Payment Processing
Chapter 8 Regional Traffic Signal Synchronization Program (Project P) and Chapter 7 - Programming Approach**

Item No.	2026 Guidelines Page	Chapter	Section Title	Current Language	Proposed Language	Reason for Change
14	8-9	8	Eligible Activities	<p>The primary purpose of Project P is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by Project P must be corridor-based and have a signal coordination component that includes the following:</p> <ul style="list-style-type: none"> •Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD). These tasks may be waived if ALL the applicants (excluding Caltrans) and all of their respective project signals are participating in the Baseline Project. All timing development (including data collection) and implementation for Caltrans intersection(s) included in the project will be the responsibility of the applicant. Funding/effort is allowed as part of the application. •Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project. As part of the closeout process, an O&M Report is required to document activities of the O&M phase. This is required regardless of Baseline participation. •"Before" and "after" studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases. The results of the "before" and "after" studies shall be included in the PI Report. This is required regardless of Baseline participation. <p>In addition to developing optimized signal timing, a project may include other improvements, as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits (main corridor) but may include synchronization with traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). Projects waiving the development of optimized signal timing through the participation of the Baseline Project are eligible to include signal. Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how the project intends to handle Caltrans intersections.</p>	<p>The primary purpose of Project P is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by Project P must be corridor-based and have a signal coordination component that includes the following:</p> <ul style="list-style-type: none"> •Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD). All timing development (including data collection) and implementation for Caltrans intersection(s) included in the project will be the responsibility of the applicant. Funding/effort is allowed as part of the application. •Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project. As part of the closeout process, an O&M Report is required to document activities of the O&M phase. This is required regardless of Baseline participation. •"Before" and "after" studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases. The results of the "before" and "after" studies shall be included in the PI Report. <p>In addition to developing optimized signal timing, a project may include other improvements, as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits (main corridor) but may include synchronization with traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how the project intends to handle Caltrans intersections.</p>	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters;</p> <p>Delete all references to the Countywide Baseline project as these terms are not valid for this call.</p>
15	8-10	8	Ineligible Expenditures Ineligible Items	<ul style="list-style-type: none"> •Isolated traffic signal improvements •Traffic hardware (pole, mast arms, lights, electrical, signs, etc.) •Regular signal operation and maintenance (such as replacement of light bulbs or communication repairs) •Field display equipment (Traffic signal heads other than pedestrian countdown, or special bicycle, or Transit Vehicle signal heads) •Feasibility studies •Relocation of utilities except for electrical service requirements •Right-of-way •Rewiring of complete intersection because of age or isolated mitigation 	No material changes to text	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.</p>
16	8-22	8	Data Compatibility	<p>All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA in Microsoft Excel format. Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data filename shall describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. As an example, an ITM file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020_CostaMesa_ITM_Harbor-Wilson_4534.xls.</p> <p>All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 or later format. This data shall include validated network layout, node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers.</p>	No material changes to text	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.</p>

**CTFP Guidelines Revisions for Payment Processing
Chapter 8 Regional Traffic Signal Synchronization Program (Project P) and Chapter 7 - Programming Approach**

Item No.	2026 Guidelines Page	Chapter	Section Title	Current Language	Proposed Language	Reason for Change
17	8-6	8	Application Review and Program Adoption	<p>OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects to the TSC and TAC. In addition, OCTA may hire a consultant(s) to verify information within individual applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.</p> <p>Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.</p> <p>Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:</p> <p>Board authorization to issue call: September 8, 2025 Application submittal deadline: November 20, 2025 TSC/TAC Review: March/April 2026 Committee/Board approval: May/June 2026</p>	<p>OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects to the TSC and TAC. In addition, OCTA may hire a consultant(s) to verify information within individual applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.</p> <p>Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.</p> <p>Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:</p> <p>Board authorization to issue call: August 10, 2026 Application submittal deadline: October 22, 2026 TSC/TAC Review: February/March 2027 Committee/Board approval: April/May 2027</p>	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters</p> <p>Revise the key call date to align with the 2027 call schedule.</p>
18	8-19	8	Minimum Eligibility Requirements	<p>All eligible local agencies may participate in the RTSSP. Caltrans facilities are eligible for the RTSSP, but Caltrans cannot act as the lead agency. Local agencies will be required to provide a minimum of 20 percent (20%) matching funds for eligible projects (see definition of matching funds below).</p> <p>The goal of the RTSSP is to provide regional signal synchronization that crosses jurisdictional, geographical, or physical boundaries. To be eligible for RTSSP funding, a project must meet the following requirements:</p> <ol style="list-style-type: none"> 1. Be on a street segment that is part of the signal synchronization network, or the MPAH. The project must be consistent with Local Signal Synchronization Plans and support the RTSSMP goals. 2. Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum of 20 signals. or Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum distance of five miles. or Include at minimum three local agencies, have documented support from all participating local agencies (cities, County, or Caltrans), and have a minimum intersection density of four intersections per mile with a minimum of eight signals. or Include the full length of the signal synchronization network corridor, or MPAH corridor. 	No material changes to text	<p>This section was moved to earlier in the chapter to improve the flow of the information and for consistency with other CTFP program chapters; however, no changes were made to the existing language.</p>
19	8-5	8	Other Application Materials	<p>Supporting documentation is required to fully consider each project application. A Supplemental Application (available on the OCTA website and OCFundtracker) is required to be completed for each project application and included in the electronic submittal. Any Supplemental Application not submitted in the 2026 format will NOT be considered. The template is distributed with other application materials at the issuance of the Call for Projects. In addition to the funding plan described above, local agencies will be required to submit additional materials.</p>	<p>Supporting documentation is required to fully consider each project application. A Supplemental Application (available on the OCTA website and OCFundtracker) is required to be completed for each project application and included in the electronic submittal. Any Supplemental Application not submitted in the 2027 format will NOT be considered. The template is distributed with other application materials at the issuance of the Call for Projects. In addition to the funding plan described above, local agencies will be required to submit additional materials.</p>	Revise supplemental application format year to align with current call.
20	8-5	8	Lead Agency	<p><u>Local Agency Lead</u>: Only the lead agency will receive payments in accordance with the CTFP Guidelines regarding payment for costs related to project for optimized signal timing development, capital improvements, planning, and related design. Payments will be disbursed consistent with Chapter 9. The lead agency is responsible for reimbursing other agencies as part of the effort. Additionally, the lead agency is also responsible for ensuring that all agencies participating in the project provide the local match proposed in the project application.</p>	<p>Only the lead agency will receive payments in accordance with the CTFP Guidelines regarding payment for costs related to project for optimized signal timing development, capital improvements, planning, and related design. Payments will be disbursed consistent with Chapter 9. The lead agency is responsible for reimbursing other agencies as part of the effort. Additionally, the lead agency is also responsible for ensuring that all agencies participating in the project provide the local match proposed in the project application.</p>	Removed "Local Agency Lead" to eliminate redundancy.
21	8-6	8	Lead Agency	<p><u>OCTA Lead (NOT AVAILABLE FOR 2026 CALL FOR PROJECTS)</u>: OCTA may, at the request of the involved local agencies, act as the lead agency for RTSSP projects.</p>	<p><u>OCTA Lead (NOT AVAILABLE FOR 2027 CALL FOR PROJECTS)</u>: OCTA may, at the request of the involved local agencies, act as the lead agency for RTSSP projects.</p>	Revise date to align with current call.
22	8-16	8	Selection Criteria	<p>Caltrans. Scores for this category will depend on the commitment of a cooperative agreement with Caltrans that results in active Caltrans participation and inclusion of Caltrans as a partnering agency. The associated timing fee is an eligible expense. Note that if a cooperative agreement with Caltrans will not be executed, the participating agencies will still be responsible for modeling any Caltrans signalized intersections within the project limits.</p>	<p>Caltrans. Scores for this category will depend on the commitment of a cooperative agreement with Caltrans that results in active Caltrans participation and inclusion of Caltrans as a partnering agency. The associated timing fee is an eligible expense. Note that if a cooperative agreement with Caltrans will not be executed, the participating agencies will still be responsible for modeling any Caltrans signalized intersections within the project limits.</p>	<p>Bolded text for the specific note in this paragraph to emphasize the need to model Caltrans signalized intersections on project corridors.</p>

**CTFP Guidelines Revisions for Payment Processing
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23	8-15	8	Selection Criteria	<ul style="list-style-type: none"> Central system <ul style="list-style-type: none"> New TMCs or TOCs, such as a new Advanced Traffic Management System (ATMS). Any project funded under this category should plan for center-to-center communication (C2C) with nearby agencies and/or OCTA. Upgrades to existing TMCs or TOCs. Any project funded under this category should plan for C2C with nearby agencies and/or OCTA. Motorist information systems (up to 10 percent (10%) of total project costs for PI phase only). Automated Traffic Signal Performance Measures (ATSPM) system can only be implemented if all signals, in at least one agency on the project, are included in the system, which will also be used during the O&M phase of the project. If implemented, these items will require a data sharing agreement with OCTA. Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of total construction costs for PI phase only). 	<ul style="list-style-type: none"> Central system <ul style="list-style-type: none"> New TMCs or TOCs, such as a new Advanced Traffic Management System (ATMS). Any project funded under this category should plan for center-to-center communication (C2C) with nearby agencies and/or OCTA. Upgrades to existing TMCs or TOCs. Any project funded under this category should plan for C2C with nearby agencies and/or OCTA. Motorist information systems (up to 10 percent (10%) of the total grant for PI phase only). Automated Traffic Signal Performance Measures (ATSPM) system can only be implemented if all signals, in at least one agency on the project, are included in the system, which will also be used during the O&M phase of the project. If implemented, these items will require a data sharing agreement with OCTA. Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of the total grant for PI phase only). 	Simply calculations by making percentage based off the grant amount.																																																																																																																																																																																																																																				
24	8-18	8	Table 8-1 Point Breakdown	<p align="center">Table 8-1 Point Breakdown RTSSP SCORING CRITERIA Point Breakdown for Regional Traffic Signal Synchronization Program Projects Maximum Points = 100</p> <table border="1"> <thead> <tr> <th colspan="2">Transportation Significance</th> <th>Points: 25</th> <th colspan="2">Project Scale</th> <th>Points: 20</th> </tr> </thead> <tbody> <tr> <td colspan="2">Inclusion of offset signals within 2700'</td> <td>Points</td> <td colspan="2">Number of Signals on Main Corridor</td> <td>Points</td> </tr> <tr> <td>90% or above</td> <td></td> <td>10</td> <td colspan="2">Coordinated by Project</td> <td></td> </tr> <tr> <td>50 - 89%</td> <td></td> <td>5</td> <td>Range</td> <td></td> <td>Points</td> </tr> <tr> <td>< 50%</td> <td></td> <td>0</td> <td>50+</td> <td></td> <td>10</td> </tr> <tr> <td colspan="3">OR</td> <td>40 - 49</td> <td></td> <td>8</td> </tr> <tr> <td colspan="3">Participation in the Baseline Project</td> <td>30 - 39</td> <td></td> <td>6</td> </tr> <tr> <td colspan="3"></td> <td>20 - 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25	8-20	8	Matching Funds	<ul style="list-style-type: none"> Primary Implementation (PI) (12 months) <ul style="list-style-type: none"> Project Administration – Each local agency traffic engineer or equivalent participates in approximately 10-15 hours per month of project administration (meetings, review of reports, minutes, and other administration). 	<ul style="list-style-type: none"> Primary Implementation (PI) <ul style="list-style-type: none"> Project Administration – Each local agency traffic engineer or equivalent participates in approximately 10-15 hours per month of project administration (meetings, review of reports, minutes, and other administration). 	Removed the "(12 months)" indication for the PI phase to align with Item #4.																																																																																																																																																																																																																																				
26	8-21	8	Matching Funds	<ul style="list-style-type: none"> Construction management – Each local agency traffic engineer or equivalent provides construction management support including inspection (hours vary depending on improvements). 	<ul style="list-style-type: none"> Construction engineering – Each local agency traffic engineer or equivalent provides construction management support including inspection (hours vary depending on improvements). 	Changed from "construction management" to "construction engineering" to match proposed Definitions.																																																																																																																																																																																																																																				
27	8-21	8	Matching Funds	Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. In-kind services are part of the total project cost. As indicated in the Precepts, construction support shall not exceed 20 percent (20%) of the M2 grant, subject to the match requirement. For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. All submissions shall include backup documentation, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to Audit.	Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. In-kind services are part of the total project cost. As indicated in the Precepts, construction engineering shall not exceed 20 percent (20%) of the M2 grant, subject to the match requirement. For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. If the required in-kind match is not fully satisfied by project closeout, the agency will be required to provide an equivalent cash contribution to meet the match requirement. All submissions shall include backup documentation, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to Audit	<p>Changed from "construction support" to "construction engineering" to match proposed Definitions.</p> <p>Added language to emphasize that any unmet in-kind match will result in additional cash match to meet the 20 percent match requirement.</p>																																																																																																																																																																																																																																				
28	New	8	Reimbursements	None	This program is administered on a progress payment basis, see Chapter 10.	Added a section to reflect the updates to reimbursements and align with flow with other program guidelines.																																																																																																																																																																																																																																				
29	8-22	8	Project Extensions	Project Extensions Local agencies are provided at least 36 months to expend the funds from the date of encumbrance. Agencies can request timely-use of funds extensions through the SAR in accordance with the CTFP guidelines. Local agencies should issue a separate NTP when combining contracts for both the PI and O&M phases. NTP requirement should be identified in the initial contract/agreement to avoid obligation of both phases at the same time. If this procedure is followed by the local agency the NTP date will be considered the date of encumbrance for the O&M phase.		Deleted section as timely-use and SAR details are covered in Chapter 2 and referenced in "2027 Call for Projects" section of this chapter. Details regarding phase obligation and NTP moved to the "2027 Call for Projects" section with some edits.																																																																																																																																																																																																																																				

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30	7-2	7	Programming Approach	<p>Tiered Funding Approach: The two-tiered funding (Tier 1 and Tier 2) approach will only be applicable to the RCP. This approach is proposed to prioritize high scoring projects while providing a balanced program with funding availability for small and large projects. The first tier is for projects scoring 50 points or higher, and the second tier is for all projects after first satisfying the Tier 1 ranking. Within Tier 1, two categories would be established with 60 percent (60%) (Category 1) of the M2 funds available for smaller projects (requesting \$5 million or less), and 40 percent (40%) (Category 2) of the M2 funds available for larger projects (requesting \$5 million or more). This approach is intended to broaden the distribution of M2 funds to higher scoring/lower cost projects and retain the ability to fund larger projects without placing formal funding caps on allocations. Any M2 funds not programmed in Tier 1 will be designated for Tier 2 allocation. A funding split between small and large projects is not recommended for Tier 2.</p> <table border="1" data-bbox="699 624 1398 927"> <tr> <td rowspan="2" style="vertical-align: middle;">Tier 2 Tier 1 >=50</td> <td align="center">Category 1 (60%)</td> <td align="center">Category 2 (40%)</td> </tr> <tr> <td> <ul style="list-style-type: none"> • \$0 - \$5 million • Score at least 50 points • Logical, standalone project • Unallocated balance shifts to Tier 2 for programming </td> <td> <ul style="list-style-type: none"> • \$5+ million request • Score at least 50 points • Logical, standalone project • Unallocated balance shifts to Tier 2 for programming </td> </tr> <tr> <td colspan="3"> <ul style="list-style-type: none"> • Balance of unallocated funds from Tier 1 prioritization • Request can be of any dollar value to compete in Tier 2 • Multiple segments of the same project cannot be submitted under both categories. </td> </tr> </table>	Tier 2 Tier 1 >=50	Category 1 (60%)	Category 2 (40%)	<ul style="list-style-type: none"> • \$0 - \$5 million • Score at least 50 points • Logical, standalone project • Unallocated balance shifts to Tier 2 for programming 	<ul style="list-style-type: none"> • \$5+ million request • Score at least 50 points • Logical, standalone project • Unallocated balance shifts to Tier 2 for programming 	<ul style="list-style-type: none"> • Balance of unallocated funds from Tier 1 prioritization • Request can be of any dollar value to compete in Tier 2 • Multiple segments of the same project cannot be submitted under both categories. 				<p>Refer to Attachment C for a list of previously funded applications, as requested at the April 22, 2026 TSC meeting.</p> <p>OCTA: Seeking further feedback from the TSC regarding suggestions made on implementing a maximum allocation.</p>
Tier 2 Tier 1 >=50	Category 1 (60%)	Category 2 (40%)												
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Color Key

Red = Revised text in CTFP Guidelines

Green = The section was moved to improve the flow of the guidelines

Blue = Recommendation deferred to TSC

EXCERPTS

COMPREHENSIVE TRANSPORTATION FUNDING PROGRAMS GUIDELINES

2027 CALL FOR PROJECTS

Orange County Transportation Authority



Chapter 8 – Regional Traffic Signal Synchronization Program (Project P)

Overview

The RTSSP (Project P) includes competitive funding for the coordination of traffic signals across jurisdictional boundaries including project based operational and maintenance funding. OCTA will provide funding priority to programs and projects, which are multi-jurisdictional in nature.

The RTSSP is based on the Regional Traffic Signal Synchronization Master Plan (RTSSMP). The Board adopted the RTSSMP as an element of the MPAH on July 26, 2010. The RTSSMP defines the foundation of the RTSSP. The RTSSMP consists of the following components:

- Regional signal synchronization network
- Priority corridors for accelerated signal synchronization
- Definition of Traffic Forums
- Model agreements presenting roles and responsibilities for Project P
- Signal synchronization regional assessment every three years
 - NOTE: For Call for Projects [2027](#), Priority Corridors are an eligible inclusion, but no additional points will be awarded. A Priority Corridor is on the Signal Synchronization Network.

The RTSSMP will be reviewed and updated by OCTA. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the RTSSMP and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the RTSSMP and requirements for Local Plan development are available in the Guidelines for the Preparation of Local Signal Synchronization Plans (updated April [2026](#)). These guidelines are available at the following link: <https://www.octa.net/M2Eligibility>.

The remainder of this chapter details the key components of the RTSSP:

- Funding guidelines for the competitive call for projects
- [2027](#) Call for Projects

Projects compete for funding as part of the RTSSP. Projects submitted by local agencies as part of the call must meet specific criteria. Projects are rated based on scoring criteria and are selected based on their competitive ratings.

Funding Estimates

The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated \$270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.

The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, a project cap of ~~\$84,000~~ ~~\$75,000~~ per signal or ~~\$280,000~~ ~~\$250,000~~ per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that offset signals will not be counted towards the total number of signals on the project for purposes of calculating the project cap.

Objectives

- Synchronize traffic signals across jurisdictions.
 - Monitor and regularly improve the synchronization.
 - Synchronize signals on a corridor, intersecting crossing arterial and/or route basis reflecting existing traffic patterns in contiguous zones or road segments that have common operations.

2027 Call for Projects

The following information provides an overview of the **2027** RTSSP (Project P) Call for Projects:

1. Projects must result in new, optimized, and field-implemented coordination timing.
2. Project shall be a single contiguous corridor or set of contiguous corridors related to each other. Multiple corridors and related systems of corridors that form a “grid” or “route” may be submitted as a single optimized timing project. However, the total number of corridors per project will be limited to three (3).
- ~~3. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30).~~
- ~~4. Project delays resulting in a time extension request will fall within the process outlined in the CTFP Guidelines.~~
- ~~5.3.~~ Projects are funded for a grant period of three (3) years for the Primary Implementation phase, followed by a subsequent two (2) years for Ongoing Operations and Maintenance phase and are divided into two phases:
 - a. Primary Implementation (PI) – includes the required implementation of optimized signal timing as well as any signal improvements proposed as part of a project. **Lead jurisdiction must have OCTA’s written confirmation of eligible and ineligible costs, as well as written approval to proceed, prior to issuing any construction-related Notice to Proceed, Task Order, and/or**

construction contract. A report is required at the conclusion of this phase to document work completed during the PI phase. This PI Report shall be submitted with the final report.

- b. Ongoing Operations and Maintenance (O&M) – includes the required monitoring and improving optimized signal timing in addition to any optional communications and/or detection support. O&M will begin after the optimized signal timing is implemented and be required for the remainder of the project (typically 2 years). An O&M Report is required at the conclusion of this phase to document work completed during the O&M phase and shall be submitted with the final report.
4. Projects shall include a Before and After Study. This study shall collect morning, mid-day, and evening peak periods using travel times, average speeds, green lights to red lights, stops per mile, and the derived corridor synchronization performance index (CSPI) metric. This information shall be collected both before and after signal timing changes have been implemented and approved by all agencies. The study shall compare the information collected both before and after the timing changes. Comparisons should identify the absolute and percent differences for the entire corridor, by segment, direction, and time period. Segments will be defined by major traffic movements as observed during the project (e.g. commuting segments between freeways, pedestrian-friendly segments in a downtown area, etc.). The Before and After study shall also include field inventory, count data, modeling data, and Greenhouse Gas calculations. The Before and After Study shall be submitted as part of the PI Report.
5. Projects selected will be programmed after July 1 of the programmed year (July 1 – June 30). The date of encumbrance of each phase will be determined by contractual documents (e.g. fully executed contract, NTP, etc.). Local agencies are encouraged to issue a separate NTP when combining contracts for both the PI and O&M phases. NTP requirements should be identified in the initial contract/agreement to avoid obligation of both phases at the same time.
6. Project delays resulting in a time extension request will fall within the process outlined in the CTFP Guidelines Chapter 2, Project Programming.
- ~~6.7.~~ Any corridor or portion of a corridor funded through this call cannot re-apply for funding until the ~~three-year grant period and a~~ final report for both phases have been submitted to OCTA.
- ~~7.8.~~ This chapter identifies the selection criteria for projects, eligible activities, minimum project requirements, data compatibility required as part of any funded project, and other key information.
- ~~8.~~ Applications with full participation of agencies and signals in the OCTA Countywide Signal Synchronization Baseline Project (Baseline Project) may elect to waive data collection, timing development, and timing implementation tasks in their application. A waiver will only be accepted if all participating agencies (excluding Caltrans) execute a cooperative agreement with OCTA by no later than the date the funding recommendations are presented to the TSC, as these tasks will be

Comprehensive Transportation Funding Programs



~~covered in the Baseline Project. Note that "Before" and "After" studies and tasks in the O&M phase will still be required as part of Project P.~~

Additional details of the specific program's intent, eligible project expenditures, ineligible project expenditures, and additional information that may be needed when applying for funds are included in this chapter. Each section should be read thoroughly before applying for funding. Applications should be prepared for the program that best fits the proposed project.

For specifics on the funding policies that apply to this call, refer to the Program Precepts in Section V [and Chapter 2](#) of these guidelines.

Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project application. OCTA shall require agencies to submit applications for the call for projects by **5:00 p.m. on Thursday, October 22, 2026**. Late and/or incomplete submittals will not be reviewed or considered. The local agency responsible for the project application must submit the application and any supporting documentation via OCFundtracker as outlined below.

A separate application package must be completed for each individual project and uploaded to OCFundtracker. **One (1) electronic copy on a USB, thumb drive, memory stick, or via electronic file upload and/or email** of each complete application shall also be ~~delivered to:~~submitted to OCTA by the application deadline. Hardcopies will not be accepted.

Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, California 92863-1584
Attn: Cynthia Morales
Email: cmorales@octa.net

OCFundtracker Application Components

Final applications **MUST** be submitted via OCFundtracker and in electronic format. Selection criteria must be inputted as part of the OCFundtracker online application and includes the following categories of information:

Transportation Significance, Number of Jurisdictions, Project Scale, Economic Effectiveness, Project Characteristics, Current Project Status, and Funding Match Rate.

Checklist Guide

The "Project P Regional Traffic Signal Synchronization Program Application Checklist" has been provided for the RTSSP (Exhibit 8-1). The checklist identifies the basic documentation required for the program. In addition to items required at the time of project submittal, additional items that are not specified may be requested later. The checklist should be provided as a table of contents for **each** application submitted. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application.

Sample Resolution Form

A resolution or minute action must be approved by the local agency's governing body. A sample resolution is included as Exhibit 8-2. Local agencies, at a minimum, must include items a-h from the sample resolution. The mechanism selected shall serve as a formal request for RTSSP funds and will state that matching funds will be provided by the agency, if necessary. All project requests (i.e., multiple corridors proposed for RTSSP funds) must be included in this action.

Data Compatibility

All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA in Microsoft Excel format. Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data filename shall describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. As an example, an ITM file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020_CostaMesa_ITM_Harbor-Wilson_4534.xls.

All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 or later format. This data shall include validated network layout, node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers.

Project Summary Information

For each application that is recommended for funding, the agency ~~shall~~ **may be asked to** submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff may will request the PowerPoint file when/if a project is recommended for funding.**

Project Definition

Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.

Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a Final Report for both phases submitted to OCTA. Projects can be the full length of the corridor or a segment that complies with the minimum project requirements identified later in the chapter.

~~All participating agencies (except Caltrans) and their respective project signals in the application must be participants of the OCTA Baseline Project in order to be eligible to waive the data collection, timing development, and timing implementation tasks of the Project P project. Offset signal improvements are also only available to applications that have full Baseline Project participation (excluding Caltrans).~~

Per the RTSSMP, the Project P projects are corridor-based. The applicant agency and owning agencies submitting a “route” project must provide evidence, including actual vehicle counts and a description of the proposed route to demonstrate that the interconnected corridors do form a coherent route. A “route” project shall meet the Minimum Eligibility Requirements as described on Page 8-19.

For route projects encompassing more than two (2) corridors, current Origin-Destination (OD) count data (field or third-party crowdsourcing accepted), shall be provided. This data shall include a detailed depiction of the route and clearly highlight the OD points using the collected vehicle data. **Discussion with OCTA staff regarding OD data gathering prior to collection for the application is highly encouraged.** The analysis must illustrate how the route offers a coherent and logical path, detail the expected benefits, and explain the rationale behind drivers' choice of this particular route. Additionally, routes must maintain the integrity of eligible and/or previously synchronized corridors, avoiding any disruption to established routes to ensure seamless connectivity. The provided data should be recent, preferably within the last 12 months, and collected during peak traffic hours. Include maps and diagrams that illustrate the OD points and the flow of the route. A draft application must be submitted **at least four (4) weeks** prior to the application deadline. **Failure to submit a draft application by September 24, 2026, will result in automatic disqualification of the project.** By adhering to these guidelines, applicants will ensure their projects align with the objectives of Project P.

A “grid” project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation

or actual vehicle counts the following:

- Show that timing changes on the main corridor will greatly impact the crossing corridor(s)
- Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor

All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid.

Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined ~~under the Selection Criteria in the following section.~~

Eligible Activities

The primary purpose of Project P is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by Project P must be corridor-based and have a signal coordination component that includes the following:

- Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD). ~~These tasks may be waived if ALL the applicants (excluding Caltrans) and all of their respective project signals are participating in the Baseline Project.~~ All timing development (including data collection) and implementation for Caltrans intersection(s) included in the project will be the responsibility of the applicant. Funding/effort is allowed as part of the application.
- Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project. As part of the closeout process, an O&M Report is required to document activities of the O&M phase. This is required regardless of Baseline participation.
- "Before" and "after" studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases. The results of the "before" and "after" studies shall be included in the PI Report. ~~This is required regardless of Baseline participation.~~

In addition to developing optimized signal timing, a project may include other improvements, as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits (main corridor) but may include synchronization with traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). ~~Projects waiving the development of optimized signal timing through the participation of the Baseline Project are eligible to include signal.~~ Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how the project intends to handle Caltrans intersections.

Ineligible Items Expenditures

- Isolated traffic signal improvements
- Traffic hardware (pole, mast arms, lights, electrical, signs, etc.)
- Regular signal operation and maintenance (such as replacement of light bulbs or communication repairs)
- Field display equipment (Traffic signal heads other than pedestrian countdown, or special bicycle, or Transit Vehicle signal heads)
- Feasibility studies
- Relocation of utilities except for electrical service requirements
- Right-of-way
- Rewiring of complete intersection because of age or isolated mitigation

Data Compatibility

All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA in Microsoft Excel format. Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data filename shall describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. As an example, an ITM file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020_CostaMesa_ITM_Harbor-Wilson_4534.xls.

All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA in Synchro version 10 or later format. This data shall include validated network layout,

node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers.

Application Process

Project grants are determined through a competitive application process administered by OCTA. Agencies seeking funding must complete an online application, a supplemental application in the latest format, and provide supporting documentation that will be used to evaluate the project proposal as outlined below. Key information to be provided as part of the application process includes:

- Funding needs by phase and fiscal year
- Percent match rate per phase including funds type, source, and description (minimum 20 percent (20%))
- Lead agency (default – local agency)
- Lead and supporting agencies' contact information
- Supporting technical information
- Project development and implementation schedule
- Environmental clearances and other permits
- Any additional information deemed relevant by the applicant
- Complete photographic field review (including cabinet interiors and communication facilities) for all projects that request OCTA to lead. Original photos shall be uploaded to OCFundtracker as a single file or included with electronic copy of application.

A call for projects for the funding cycle will be issued as determined by the Board. Complete project applications must be submitted by the established due dates to be considered eligible for consideration.

An application should be submitted for a single corridor or route corridor project. Multiple corridors that form a "grid" may be submitted as separate or single project(s). However, the total number of corridors per route or grid corridor projects will be limited to three (3). The following instructions should be used in developing project applications.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Once applications have been completed in accordance with the Program requirements, the projects will be scored, ranked, and submitted to the TSC, TAC, and the Board for consideration and funding approval. OCTA reserves the right to evaluate submitted project costs for reasonableness as part of the review and selection process and suggest potential revisions to make the cost more appropriate. Grants will be subject to funding agreements with OCTA.

Application Review and Program Adoption

OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects to the TSC and TAC. In addition, OCTA may hire a consultant(s) to verify information within individual applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.

Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.

Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:

Board authorization to issue call: August 10, 2026

Application submittal deadline: October 22, 2026

TSC/TAC Review: February/March 2027

Committee/Board approval: April/May 2027

Minimum Eligibility Requirements

All eligible local agencies may participate in the RTSSP. Caltrans facilities are eligible for the RTSSP, but Caltrans cannot act as the lead agency. Local agencies will be required to provide a minimum of 20 percent (20%) matching funds for eligible projects (see definition of matching funds below).

The goal of the RTSSP is to provide regional signal synchronization that crosses jurisdictional, geographical, or physical boundaries. To be eligible for RTSSP funding, a project must meet the following requirements:

1. Be on a street segment that is part of the signal synchronization network, or the MPAH. The project must be consistent with Local Signal Synchronization Plans and support the RTSSMP goals.
2. Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum of 20 signals.

or

Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum distance of five miles.

or

Comprehensive Transportation Funding Programs



Include at minimum three local agencies, have documented support from all participating local agencies (cities, County, or Caltrans), and have a minimum intersection density of four intersections per mile with a minimum of eight signals.

or

Include the full length of the signal synchronization network corridor, or MPAH corridor.

Other Application Materials

Supporting documentation is required to fully consider each project application. A Supplemental Application (available on the OCTA website and OCFundtracker) is required to be completed for each project application and included in the electronic submittal. **Any Supplemental Application not submitted in the 2027 format will NOT be considered.** The template is distributed with other application materials at the issuance of the Call for Projects. In addition to the funding plan described above, local agencies will be required to submit additional materials.

Lead Agency: Eligible jurisdictions consistent with Measure M2 Ordinance definitions and requirements.

Participating Agencies: All participating agencies must be identified and adopted City Council resolutions or Minute Order actions authorizing the participating agency's support of the project under the lead agency must be included. If the application claims Caltrans as a participant, then it shall contain a letter of support from Caltrans for the specific project and letters of support from all applicable agencies pledging to sign a cooperative agreement with Caltrans at the start of the project. The lead agency shall also pledge this commitment in the cover letter of the application. The required Caltrans fee will be a line item in the improvements list. The applicable agencies will be required to cover the required 20 percent (20%) match for the Caltrans line items. All agencies that have a Caltrans intersection/ramp in their jurisdiction are required to sign a cooperative agreement with Caltrans in order for the entire project to claim Caltrans as a participant.

Council Approval: A Council Resolution or Minute Order action authorizing request for funding consideration with a commitment of project local match funding must be provided with the project application from all participating agencies. **If a *draft* copy of the resolution is provided, the local agency must also provide the date the resolution will be finalized by the local agency's governing body.** A final copy of the City Council approved resolution must be provided at least four (4) weeks **PRIOR** to the consideration of programming recommendations by OCTA's Board of Directors.

Lead Agency

This Program is administered through a single lead agency: See Lead Agency definition above.

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~~Local Agency Lead:~~ Only the lead agency will receive payments in accordance with the CTFP Guidelines regarding payment for costs related to project for optimized signal timing development, capital improvements, planning, and related design. Payments will be disbursed consistent with Chapter 9. The lead agency is responsible for reimbursing other agencies as part of the effort. Additionally, the lead agency is also responsible for ensuring that all agencies participating in the project provide the local match proposed in the project application.

~~OCTA Lead (NOT AVAILABLE FOR 2027 CALL FOR PROJECTS):~~ OCTA may, at the request of the involved local agencies, act as the lead agency for RTSSP projects. If the involved local agencies would like OCTA to implement a project on the signal synchronization network, the local agency shall work cooperatively with OCTA to develop the scope of work and cost elements of the project. For example, accounting for OCTA's administrative and project management efforts by incorporating an additional 10 percent (10%) of the total project cost when calculating the Cost Benefit of the project. The lead local agency shall contact OCTA with **a written request at least four weeks prior to deadline for submittal of the project grant application**. Applications must be prepared by a designated local agency acting in a lead capacity during grant preparation. Applications must include a complete photographic field review (as outlined above) when submitted. The application will be scored using the criteria outlined in the following sections. Based on local agency interest and OCTA resource availability, a limited number of projects can be developed and implemented by OCTA.

If any projects that are designated as OCTA led are awarded funding, OCTA will then be responsible for implementation of the project, including optimized signal timing development, capital improvements, planning, and related design. OCTA will implement the project based on the cost estimates developed in the application. Project elements may be modified based on final costs with the agreement of all participating agencies. OCTA will be responsible for ensuring that all agencies participating in the project provide the local match as identified in the project application (minimum 20 percent (20%)).

~~OCFundtracker Application Components~~

~~Final applications MUST be submitted via OCFundtracker and in electronic format. Selection criteria must be inputted as part of the OCFundtracker online application and includes the following categories of information:~~

~~Transportation Significance, Number of Jurisdictions, Project Scale, Economic Effectiveness, Project Characteristics, Current Project Status, and Funding Match Rate.~~

~~Application Review and Program Adoption~~

~~OCTA staff will conduct a preliminary review of all applications for completeness and accuracy, may request supplemental information for projects during initial staff evaluations, and prepare a recommended program of projects to the TSC and TAC. In addition, OCTA may hire a consultant(s) to verify information within individual~~

~~applications including, but not limited to, project scope, cost estimates, vehicle miles traveled, and average daily traffic.~~

~~Final programming recommendations will be provided to the TSC and TAC for approval. Recommendations will be presented to the Board, who will approve projects for funding under the CTFP.~~

~~Local agencies awarded funding will be notified as to which projects have been funded and from what sources after the Board takes action. A tentative call schedule is detailed below:~~

~~Board authorization to issue call: September 8, 2025~~

~~Application submittal deadline: November 20, 2025~~

~~TSC/TAC Review: March/April 2026~~

~~Committee/Board approval: May/June 2026~~

Checklist Guide

~~The "Project P Regional Traffic Signal Synchronization Program Application Checklist" has been provided for the RTSSP (Exhibit 8-1). The checklist identifies the basic documentation required for the program. In addition to items required at the time of project submittal, additional items that are not specified may be requested later. The checklist should be provided as a table of contents for **each** application submitted. For any items that are required for the candidate project or program that are missing or incomplete, an explanation should be included in a cover letter with the application.~~

Sample Resolution Form

~~A resolution or minute action must be approved by the local agency's governing body. A sample resolution is included as Exhibit 8-2. Local agencies, at a minimum, must include items a-h from the sample resolution. The mechanism selected shall serve as a formal request for RTSSP funds and will state that matching funds will be provided by the agency, if necessary. All project requests (i.e., multiple corridors proposed for RTSSP funds) must be included in this action.~~

Project Definition

~~Local agencies are required to submit complete projects that, at minimum, result in field-implemented coordinated timing. Project tasks that are eligible for funding can consist of design, engineering, construction, and construction management. Partial projects that include design improvements, but do not field implement the improvements are ineligible.~~

~~Projects must consist of a corridor along the priority corridor network, signal synchronization network, or the MPAH. Projects previously awarded RTSSP funding must be complete with a Final Report for both phases submitted to OCTA. Projects can be the full length of the corridor or a segment that complies with the minimum project requirements~~

identified later in the chapter.

All participating agencies (except Caltrans) and their respective project signals in the application must be participants of the OCTA Baseline Project in order to be eligible to waive the data collection, timing development, and timing implementation tasks of the Project P project. Offset signal improvements are also only available to applications that have full Baseline Project participation (excluding Caltrans).

Per the RTSSMP, the Project P projects are corridor based. The applicant agency and owning agencies submitting a "route" project must provide evidence, including actual vehicle counts and a description of the proposed route to demonstrate that the interconnected corridors do form a coherent route. A "route" project shall meet the Minimum Eligibility Requirements as described on Page 8-19.

For route projects encompassing more than two (2) corridors, current Origin-Destination (OD) count data (field or third-party crowdsourcing accepted), shall be provided. This data shall include a detailed depiction of the route and clearly highlight the OD points using the collected vehicle data. **Discussion with OCTA staff regarding OD data gathering prior to collection for the application is highly encouraged.** The analysis must illustrate how the route offers a coherent and logical path, detail the expected benefits, and explain the rationale behind drivers' choice of this particular route. Additionally, routes must maintain the integrity of eligible and/or previously synchronized corridors, avoiding any disruption to established routes to ensure seamless connectivity. The provided data should be recent, preferably within the last 12 months, and collected during peak traffic hours. Include maps and diagrams that illustrate the OD points and the flow of the route. A draft application must be submitted **at least four (4) weeks** prior to the application deadline. **Failure to submit a draft application by September 24, 2026, will result in automatic disqualification of the project.** By adhering to these guidelines, applicants will ensure their projects align with the objectives of Project P.

A "grid" project shall consist of one main corridor that is specifically identified in the application with a maximum of two crossing corridors to make a grid. Grid projects shall also be multijurisdictional with a minimum of two local agencies, excluding Caltrans. For a grid project, applicant agency and owning agency must demonstrate through simulation or actual vehicle counts the following:

- Show that timing changes on the main corridor will greatly impact the crossing corridor(s)
- Crossing corridors shall have closely spaced signals in close proximity to the main corridor with timing changes along these crossings impacting the operation of the main corridor

All corridors in the grid shall individually meet the Minimum Eligibility Requirements and, as part of the project, travel time studies shall also be collected along all corridors making the grid.

Multimodal consideration of bicyclists and pedestrians along or crossing the intersection or roadway may enhance overall circulation. Therefore, active transportation elements may be included as part of the project as outlined in under the following section Selection Criteria.

Eligible Activities

The primary purpose of Project P is to provide funding for projects that develop and maintain corridor-based, multi-jurisdictional signal synchronization along corridors throughout Orange County. All projects funded by Project P must be corridor-based and have a signal coordination component that includes the following:

- Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD). These tasks may be waived if **ALL** the applicants (excluding Caltrans) and all of their respective project signals are participating in the Baseline Project. All timing development (including data collection) and implementation for Caltrans intersection(s) included in the project will be the responsibility of the applicant. Funding/effort is allowed as part of the application.
- Monitor, maintain (minimum quarterly/maximum monthly) and/or regularly improve the newly implemented signal synchronization timing and parameters for the remainder of the project. As part of the closeout process, an O&M Report is required to document activities of the O&M phase. This is required regardless of Baseline participation.
- "Before" and "after" studies for the project comparing travel times, average speeds, ratio of green lights passed to red lights stopped (greens per red), average stops per mile, and emissions of greenhouse gases. The results of the "before" and "after" studies shall be included in the PI Report. This is required regardless of Baseline participation.

In addition to developing optimized signal timing, a project may include other improvements, as long as they contribute to the goal of multi-agency signal synchronization of corridors throughout Orange County. These improvements are restricted to the signal synchronization project limits (main corridor) but may include synchronization with traffic signalized intersections on the MPAH that are within 2,700 feet from either direction of the project corridor. These offset signals; however, will not be counted towards the total number of signals on the project (for implementation of timing plans only). Projects waiving the development of optimized signal timing through the participation of the Baseline Project are eligible to include signal

Caltrans encroachment permits and agency to Caltrans Cooperative Agreement fees are eligible activities. This includes Caltrans labor, such as expenses for reviewing signal timing plans, providing signal timing parameters, and providing existing timing sheets, etc. Applicant must specify how the project intends to handle Caltrans intersections.

Ineligible Items Expenditures

- Isolated traffic signal improvements
- Traffic hardware (pole, mast arms, lights, electrical, signs, etc.)
- Regular signal operation and maintenance (such as replacement of light bulbs or communication repairs)
- Field display equipment (Traffic signal heads other than pedestrian countdown, or special bicycle, or Transit Vehicle signal heads)
- Feasibility studies
- Relocation of utilities except for electrical service requirements
- Right-of-way
- Rewiring of complete intersection because of age or isolated mitigation

Funding Estimates

The streets and roads component of M2 is to receive 32 percent (32%) of net revenues, 4 percent (4%) of which are allocated for the RTSSP. The RTSSP will make an estimated \$270 million (2009 dollars) available over the course of the 30-year M2 Program. Programming estimates are developed in conjunction with a call for projects cycle corresponding to concurrent funding agreements with all local agencies.

The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, a project cap of \$75,000\$84,000 per signal or \$250,000\$280,000 per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that offset signals will not be counted towards the total number of signals on the project for purposes of calculating the project cap.

Selection Criteria

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on furthering the overall goal of multi-jurisdictional, corridor-based signal synchronization.

Transportation Significance: Points are awarded for projects that include offset signals along the project corridor, route, or grid. These offset signals do not count towards the project cap; however, **they** are in relatively close proximity to affect the operation of the corridor(s). The applicant shall identify the number of offset signals on the corridor and the percentage of those offset signals that will be included in the project. The applicant is encouraged to verify offset signals numbers with OCTA prior to application submission as changes are not allowed after submission.

Vehicle miles traveled (VMT) is calculated as the centerline length of segment(s) on the corridor, route, or grid proposed for synchronization multiplied by the existing average daily traffic (ADT) for the proposed segment(s) length. For instance, for a three-mile segment with one-mile interval ADT data at of 200 vehicles, 300 vehicles, and 400 vehicles, the VMT would be calculated as:

$$200 \text{ vehicles} * 1 \text{ mile} + 300 \text{ vehicles} * 1 \text{ mile} + 400 \text{ vehicles} * 1 \text{ mile} = 900 \text{ vehicle miles.}$$

VMT should be calculated by the smallest segmentation on which the city typically collects ADT data. ADT must be based upon actual count information taken within 36 months preceding the application date and include 24-hour, midweek, bi-directional counts for each segment. All supporting data shall be organized in order in which they appear for the calculation of the VMT. Data from the OCTA Traffic Flow Map may not be used. Furthermore, outdated and/or non-compliant counts may result in project ineligibility (maximum: 25 points).

Economic Effectiveness: Total project cost divided by Existing VMT. If the applicant is electing OCTA to be the lead agency, the total project cost in this calculation must also include an additional 10 percent (10%) of the total project for OCTA administrative and project management efforts. This additional 10% is used to determine the project effectiveness only and is not counted towards the overall project budget cap (maximum: 10 points).

Project Characteristics: Points are awarded based on the project's average improvement score. Eligible improvements for each intersection are assigned an improvement score based on factors, such as priority for overall signal operations and existing conditions. Intersection improvement scores are then averaged together, and the average project score is used in the point breakdown table in Project Characteristics. For instance, a maximum score of fifty (50) is awarded to projects that are timing only without any capital improvements or average scores accumulate if a signal synchronization project is

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combined with eligible improvements. The following improvements and requirements only apply to signalized intersections that are part of the application, including offset signal improvements for eligible applications.

Eligible Improvements	Score Based on Status	
	Online	Offline
Signal Timing (No Capital)		
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
Signal Communication	No Time Source	Time Source
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
Field Elements	None/5+ Years	Within 5 years
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	30	10
EVP (hybrid or GPS)	40	10
EVP (infrared)	30	10
Speed feedback signs (existing post)	40	10
Speed feedback signs (new post)	20	10
Corridor Performance Monitoring	40	10
Minor Signal Operational Improvements	None/5+ Years	Within 5 years
Channelization	40	20
Signal phasing improvement	50	25



Eligible Improvements		Score Based on Status	
TMC/TOC		None/10+ Years	Within 10 years
	Central System (server, licenses, workstations)	40	20
	Display (video wall, VMS, etc.)	30	10
	UPS	20	5
Caltrans		Participation	No Participation
	Cooperative Agreement	50	25

Signal Timing (No Capital). Improvements in this category can only be selected if the entire project is a timing-only project without any field improvements. Scores for this improvement category can be claimed for any one of the following depending on the status of the signal, whether is it online (connected to a central system and active) or offline (either connected and not active or not connected to a central system):

- Traffic Responsive only if all signals, in at least one agency on the project, are included in the system.
- Peer-to-Peer program on traffic control devices that have existing connectivity.
- Adaptive traffic signal systems only if all signals, in at least one agency on the project, are included in the system.

Signal Communication. Scores for this improvement category varies depending on the type of improvement coupled with the existing status of the signal, whether there is an existing reliable time source (e.g., GPS, master controller, direct connection to central system, etc.) that will keep the signal in synchronization along the corridor:

- Above ground communication installations, such as wireless radios and cellular devices, that are quick to build are the preferred medium to ensure all signals are online and operating. This should not include any construction between signalized intersections.
- New or upgraded fiber optic communication systems
 - New contemporary communication system improvements (e.g., Ethernet) including all conduits, pull boxes, fiber optic and/or copper cabling (not to exceed 120 strands), network switches and distribution systems. These systems should be sufficiently sized for the needs/capacity of the Intelligent Transportation System (ITS) network. Excess capacity is deemed non-participating and also, cannot be used as part of the required project match.
 - Software and hardware for system traffic control.
 - Control and monitoring interconnect conduit (including upgrades or replacement of existing systems).
 - Communication closure systems of conduit, cable, and associated equipment that are outside of project limits but complete a designated

communications link to an existing network for the Advanced Transportation Management System (ATMS) for an agency or agencies. Only communication links that are installed from a central location and/or communications hub to the project corridor that does not currently have a fiber connection to a central location are eligible.

- All other communication mediums, such as GPS clocks, copper twisted pair or aerial interconnect between signalized intersections, are eligible to ensure signals are online and in operation but are not encouraged.

Field Elements. This improvement category is focused on the field equipment/devices that will ensure the signals ~~are enhanced to~~ support advanced signal operations. Scores for this improvement category will vary depending on the existing lifespan of equipment/devices being upgraded. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Traffic signal controller replacement of antiquated units with Advanced Transportation controller (ATC) units. ATC shall comply with latest industry standards.
- Controller cabinet (assemblies) replacements that can be shown to enhance signal synchronization.
- Traffic signal Battery Backup System (BBS) or Uninterruptible Power Supply (UPS) that includes cabinet, batteries, and necessary configurations.
- Closed Circuit Television (CCTV). Intelligent cameras that include analytics, such as automated continuous counts are the preferred solution. If implemented, these cameras may require a data sharing agreement with OCTA in the future.
- Vehicle Detection System (VDS)
 - The ideal implementation for signal operations is a detection system that will increase the number of inputs, including separate bicycle and pedestrian detection inputs, into the signal controller for the purpose of signal performance measures, such as Automated Traffic Signal Performance Measures (ATSPM). Additionally, inputs that are specifically set to capture turning movement counts at the intersection.
 - Inductive loops, video detection, radar, sonar, thermal, hybrids thereof, and other types of vehicle detection systems that can distinguish bicycles. This includes implementing a separate bicycle minimum and/or clearance parameter in the traffic signal controller.
- Installation of new and/or improved traffic control devices to improve the accessibility, mobility, and safety of the facility for pedestrians and bicyclists. Americans with Disabilities Act (ADA) compliant pedestrian signals include, but not limited to, tactile and audible buttons in countdown signal heads.

- Active Transportation/Pedestrian Safety related elements
 - High-Intensity Activated crosswalk signaling systems (HAWK)
 - Pedestrian detection modules
 - Bicycle detection modules.
 - Rectangular Rapid Flashing Beacon Systems (RRFB) including striping, legends, and signage.
- Transit Signal Priority (TSP) intersection control equipment only.
- Emergency Vehicle Preempt (EVP) intersection control equipment only.
- Corridor Performance Monitoring implementations, such as Bluetooth and/or connected vehicle roadside units for signals on the project. If implemented, these items will require a data sharing agreement with OCTA.

Minor Signal Operational Improvements. Scores for this improvement category will vary depending on the existing lifespan. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation.

- Channelization (signing, striping, raised pavement markers, in lane flashing guidance or warning marking systems, and legends) improvements required for traffic signal phasing.
- Traffic signal phasing improvements that will improve traffic flow and system performance including protected permissive left turn phasing and shared pedestrian phasing, excluding display equipment and other ineligible activities as mentioned in these guidelines.

Traffic Management Center (TMC)/Traffic Operations Center (TOC). Scores for this improvement category will vary depending on the existing lifespan of equipment or software being upgraded. It is the applicant agency's responsibility to ensure the appropriate score is assigned, and OCTA may request for supporting documentation. Applicants shall include a breakdown of TMC/TOC improvements as an appendix to the Supplemental Application.

- Central system
 - New TMCs or TOCs, such as a new Advanced Traffic Management System (ATMS). Any project funded under this category should plan for center-to-center communication (C2C) with nearby agencies and/or OCTA.
 - Upgrades to existing TMCs or TOCs. Any project funded under this category should plan for C2C with nearby agencies and/or OCTA.
 - Motorist information systems (up to 10 percent (10%) of total **grant project costs** for PI phase only).
 - Automated Traffic Signal Performance Measures (ATSPM) system can only be implemented if all signals, in at least one agency on the project, are included in

the system, which will also be used during the O&M phase of the project. If implemented, these items will require a data sharing agreement with OCTA.

- Video display equipment, including wall monitors, screens, mounting cabinets, and optical engines (up to 10 percent (10%) of total ~~grant construction costs~~ for PI phase only).
- Uninterruptible Power Supply (UPS) for ATMS shall solely provide electrical power for ATMS Server(s), one dedicated workstation station (console terminal) and related communications devices. UPS for ATMS is not intended to provide power to entire TMC, and approval of request for UPS is at the sole discretion of OCTA.

Caltrans. Scores for this category will depend on the commitment of a cooperative agreement with Caltrans that results in active Caltrans participation and inclusion of Caltrans as a partnering agency. The associated timing fee is an eligible expense. **Note that if a cooperative agreement with Caltrans will not be executed, the participating agencies will still be responsible for modeling any Caltrans signalized intersections within the project limits.**

Each project intersection that has proposed improvements will receive an average score per the specific improvements noted above and the project's score will be an average of all intersection averages (maximum: 20 points).

Project Scale: Points are earned for including more intersections along the signal synchronization network. For a grid, the number of signals and percent of signals being retimed will only be calculated for the corridor that is designated as the Main Corridor. For routes, the percent of signals being retimed will be calculated as the average of total project signals to total possible signals on each corridor that are part of the route (maximum: 20 points).

Note: Due to the length of Pacific Coast Highway (PCH) and the fact that broad portions of it are a Caltrans' owned facility, for CTFP project scoring purposes only, the "Percent of Main Corridor Being Retimed" scoring criteria (identified in Table 8-1) can be divided into the four following segments.

1. San Gabriel River (Los Angeles County Line) to North of Goldenwest Street
2. Goldenwest Street to School/State Park
3. South of School State Park to Doheny Park Road
4. South of Doheny Park Road to County Line

If an application is proposed to span two or more segments of PCH the "Percent of Main Corridor Being Retimed" calculation will be based upon the number of signals in the project application divided by total number of signals in the applicable segments.

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Number of Jurisdictions: Points are earned for including multiple local agencies as part of the project (maximum: 15 points).

Current Project Status: Points are earned based on the current status of the project development. Points for re-timing of a corridor can be claimed only if at least 75% of the previous project (RTSSP or Measure M Signal Improvement Program) is part of the new application **OR** at least 75% of the corridor (on MPAH) has never been funded. All corridors within a "route" or "grid" project must satisfy the 75% requirement to qualify for points. (maximum: 5 points).

Funding Match: The percentages shown in Table 8-1 apply to overall match rates. M2 requires a 20 percent (20%) local match for RTSSP projects. Project match rates above 20 percent (20%) are limited to dollar match only (maximum: 5 points).



Table 8-1 Point Breakdown

RTSSP SCORING CRITERIA Point Breakdown for Regional Traffic Signal Synchronization Program Projects Maximum Points = 100

<p>Transportation Significance Points: 25</p> <table border="1"> <thead> <tr> <th colspan="2">Inclusion of offset signals within 2700'</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td colspan="2">90% or above</td> <td>10</td> </tr> <tr> <td colspan="2">50 – 89%</td> <td>5</td> </tr> <tr> <td colspan="2">< 50%</td> <td>0</td> </tr> </tbody> </table> <p>OR</p> <p>Participation in the Baseline Project 10</p> <p style="text-align: center;">AND</p> <p>Vehicle Miles Traveled (VMT)</p> <table border="1"> <thead> <tr> <th colspan="2">Range</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>250+</td> <td>thousand</td> <td>15</td> </tr> <tr> <td>200 - 249</td> <td>thousand</td> <td>10</td> </tr> <tr> <td>150 - 199</td> <td>thousand</td> <td>6</td> </tr> <tr> <td>100 - 149</td> <td>thousand</td> <td>3</td> </tr> <tr> <td>0 - 99</td> <td>thousand</td> <td>1</td> </tr> </tbody> </table> <p>Calculation: ADT x segment length (Applies only to coordinated segments of project)</p>	Inclusion of offset signals within 2700'		Points	90% or above		10	50 – 89%		5	< 50%		0	Range		Points	250+	thousand	15	200 - 249	thousand	10	150 - 199	thousand	6	100 - 149	thousand	3	0 - 99	thousand	1	<p>Project Scale Points: 20</p> <table border="1"> <thead> <tr> <th colspan="2">Number of Signals on Main Corridor Coordinated by Project</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td colspan="2">Range</td> <td></td> </tr> <tr> <td colspan="2">50+</td> <td>10</td> </tr> <tr> <td colspan="2">40 - 49</td> <td>8</td> </tr> <tr> <td colspan="2">30 - 39</td> <td>6</td> </tr> <tr> <td colspan="2">20 - 29</td> <td>4</td> </tr> <tr> <td colspan="2">10 - 19</td> <td>2</td> </tr> <tr> <td colspan="2">< 10</td> <td>0</td> </tr> </tbody> </table> <p style="text-align: center;">AND</p> <table border="1"> <thead> <tr> <th colspan="2">Percent of Main Corridor Signals Being Retimed</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td colspan="2">Range</td> <td></td> </tr> <tr> <td colspan="2">90% or above</td> <td>10</td> </tr> <tr> <td colspan="2">80 - 89%</td> <td>8</td> </tr> <tr> <td colspan="2">70 - 79%</td> <td>6</td> </tr> <tr> <td colspan="2">60 - 69%</td> <td>4</td> </tr> <tr> <td colspan="2">50 - 59%</td> <td>2</td> </tr> <tr> <td colspan="2">< 50%</td> <td>0</td> </tr> </tbody> </table> <p>Calculation: Number of signals in project divided by total signals in full corridor length.</p>	Number of Signals on Main Corridor Coordinated by Project		Points	Range			50+		10	40 - 49		8	30 - 39		6	20 - 29		4	10 - 19		2	< 10		0	Percent of Main Corridor Signals Being Retimed		Points	Range			90% or above		10	80 - 89%		8	70 - 79%		6	60 - 69%		4	50 - 59%		2	< 50%		0
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	<p>Funding Match Points: 5</p> <table border="1"> <thead> <tr> <th>Overall Match %</th> <th>Point</th> </tr> </thead> <tbody> <tr> <td>50+%</td> <td>5</td> </tr> <tr> <td>40 - 49%</td> <td>4</td> </tr> <tr> <td>35 - 39%</td> <td>3</td> </tr> <tr> <td>30 - 34%</td> <td>2</td> </tr> <tr> <td>25 - 29%</td> <td>1</td> </tr> <tr> <td>< 25%</td> <td>0</td> </tr> </tbody> </table>	Overall Match %	Point	50+%	5	40 - 49%	4	35 - 39%	3	30 - 34%	2	25 - 29%	1	< 25%	0																																																																
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~~Minimum Eligibility Requirements~~

~~All eligible local agencies may participate in the RTSSP. Caltrans facilities are eligible for the RTSSP, but Caltrans cannot act as the lead agency. Local agencies will be required to provide a minimum of 20 percent (20%) matching funds for eligible projects (see definition of matching funds below).~~

~~The goal of the RTSSP is to provide regional signal synchronization that crosses jurisdictional, geographical, or physical boundaries. To be eligible for RTSSP funding, a project must meet the following requirements:~~

~~3. Be on a street segment that is part of the signal synchronization network, or the MPAH. The project must be consistent with Local Signal Synchronization Plans and support the RTSSMP goals.~~

~~4. Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum of 20 signals.~~

~~or~~

~~Be multi-jurisdictional, have documented support from all participating local agencies (cities, County, or Caltrans) and a minimum distance of five miles.~~

~~or~~

~~Include at minimum three local agencies, have documented support from all participating local agencies (cities, County, or Caltrans), and have a minimum intersection density of four intersections per mile with a minimum of eight signals.~~

~~or~~

~~Include the full length of the signal synchronization network corridor, or MPAH corridor.~~

Matching Funds

Local agencies along the corridor are required to provide a minimum local match funding of 20 percent (20%) for each phase of the project. As prescribed by the M2 Ordinance, this includes local sources, M2 Fair Share, and other public or private sources (herein referred to as a "cash match"). Projects can designate local matching funds as cash match, in-kind match provided by local agency staff and equipment, or a combination of both.

"In-kind match" is defined as those actions that local agencies will do in support of the project including staffing commitment and/or new eligible signal system investment related to improved signal synchronization. Examples of staffing commitment include, but are not limited to, implementation of intersection or system timing parameters, review of timing documentation, meeting participation, conducting or assisting in before/after

studies, and other similar efforts that directly enhance the signal synchronization project. Please note, any over-match commitment is subject to the same audit and requirements as in-kind match.

Administrative staff time for documentation of in-kind services is ineligible. Staff time charged to a project is limited to the caps as described in these guidelines. Allowable signal system investment would be improvements that are “eligible activities” per the funding guidelines, which can be shown to improve signal synchronization and would not include any prior investments made by the agency. For OCTA-led projects, match for equipment shall be in cash except when an agency elects to purchase equipment per the application. Project match beyond 20 percent (20%) is limited to cash match only.

In-kind match must be defined for each local agency as part of the supplemental application. In-kind match must be identified as staffing commitment and/or new signal system investment. The supplemental application template will include a section to input in-kind match type as well as additional data related to the match:

- Staffing commitment
 - Staff position
 - Number of hours
 - Hourly (fully burdened) rate
 - Total cost
- New signal system investment (limited to eligible activities)
 - Cost of any signal system investment
 - Description of work

For OCTA-led projects, O&M activities will be permitted in-kind match only for local agency oversight functions. Contract activities will require cash match. Local agency contributions identified as cash match in the application cannot be converted into in-kind match.

OCTA staff will review in detail the presented cash and in-kind match by local agency for reasonableness.

Additionally, for projects designating OCTA as lead agency, a consultant traffic engineering firm may be contracted to provide staff and services to implement the project. Therefore, in-kind match designated as staffing commitment under an OCTA-led agency option shall be limited. The following will be used as a guide for staffing commitment, when the local agency develops the application:

- Primary Implementation (PI) (~~12 months~~)
 - Project Administration - Each local agency traffic engineer or equivalent participates in approximately 10-15 hours per month of project administration (meetings, review of reports, minutes, and other administration).

- Signal Synchronization Timing - Each local agency traffic engineer or equivalent reviews consultant developed draft and final timing plans for intersections within the local agency, approximately 2-4 hours per local agency intersection.
- Before and After Study - Each local agency traffic engineer or equivalent reviews consultant developed draft and final project Before and After Study, approximately 2-5 hours per local agency.
- Engineering design/review - Each local agency traffic engineer or equivalent reviews consultant developed engineer design within the local agency, approximately 2-4 hours per affected local agency intersection.
- System integration - Each local agency traffic engineer or equivalent provides support for this function (hours vary depending on improvements).
- Construction management-engineering - Each local agency traffic engineer or equivalent provides construction management support including inspection (hours vary depending on improvements).
- Ongoing O&M (24 months) - Each local agency traffic engineer or equivalent participates in 2-5 hours per local agency per month to review consultant traffic engineering progress. In addition, each local agency traffic engineer or equivalent reviews consultant developed draft and O&M Report.

For projects designating a local agency as lead, the above may be used as a guide with additional local match related to implementation, development, design, monitoring and other costs that the local agency may choose to include as local match. For instance, O&M may be performed by in-house staff and be calculated using a different formula (e.g., 2-5 hours per local agency signal for 24 months).

Participating agencies pledging in-kind services shall be responsible for keeping track of said hours and/or improvements. In-kind services are part of the total project cost. As indicated in the Precepts, construction support-engineering shall not exceed 20 percent (20%) of the M2 grant, subject to the match requirement. For OCTA-led projects, an in-kind services match report will be requested throughout the project to ensure agencies meet their promised in-kind match. If the required in-kind match is not fully satisfied by project closeout, the agency will be required to provide an equivalent cash contribution to meet the match requirement. All submissions shall include backup documentation, such as accounting/payroll detailed summaries, third-party invoices (consultant, contractor, and equipment) and are subject to Audit.

Reimbursements

This program is administered on a progress payment basis, see Chapter 10.

Project Cancellation

If a local agency decides to cancel a project, for whatever reason, the agency shall notify OCTA as soon as possible. Projects deemed infeasible shall bring that phase to a logical

Comprehensive Transportation Funding Programs



conclusion, file a final report, and cancel remaining phases so that remaining funds can be reprogrammed without penalty.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

If a lead agency decides to cancel a project before completion of the entire project, for whatever reason, the agency shall notify OCTA as soon as possible. It is the responsibility of the project lead agency to repay OCTA for any funds received.

Project Extensions

~~Local agencies are provided at least 36 months to expend the funds from the date of encumbrance. Agencies can request timely use of funds extensions through the SAR in accordance with the CTFP guidelines. **Local agencies should issue a separate NTP when combining contracts for both the PI and O&M phases.** NTP requirement should be identified in the initial contract/agreement to avoid obligation of both phases at the same time. If this procedure is followed by the local agency the NTP date will be considered the date of encumbrance for the O&M phase.~~

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall grant, and/or other sanctions to be determined. Audits shall be conducted by OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the Board.

Data Compatibility

~~All count data, including average daily traffic (ADT) and intersection turning movement (ITM), collected as part of any funded project shall be provided to OCTA in Microsoft Excel format. Any data files containing numeric intersection or node identifiers shall use the same node identification (ID) numbers as is stored and maintained by OCTA. OCTA will provide a listing of intersections and corresponding unique node ID numbers upon request. Each count data filename shall describe the year the counts were collected, agency, type of count file, intersection name, and OCTA node ID number. As an example, an ITM file recently collected for the intersection of Harbor Boulevard and Wilson Street in the City of Costa Mesa would be given the filename 2020_CostaMesa_ITM_Harbor-Wilson_4534.xls.~~

~~All traffic signal synchronization data collected and compiled as part of any funded project for both existing (before) and final optimized (after) conditions shall be provided to OCTA~~

Comprehensive Transportation Funding Programs



~~in Synchro version 10 or later format. This data shall include validated network layout, node, link, lane, volume, timing, and phase data for all coordinated times. The nodes for these files shall also correspond to the OCTA node ID numbers.~~

~~Project Summary Information~~

~~For each application that is recommended for funding, the agency shall submit a PowerPoint presentation summarizing the pertinent project information for TAC review and discussion purposes. The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. **OCTA staff will request the PowerPoint file when/if a project is recommended for funding.**~~



Exhibit 8-1

Project P – Regional Traffic Signal Synchronization Program Application Checklist

Project P Application Checklist	Page
RTSSP Online Application – submitted through OCFundTracker <ul style="list-style-type: none"> a. Transportation Significance b. Economic Effectiveness c. Project Characteristics d. Project Scale e. Number of Jurisdictions f. Current Project Status g. Funding Over-Match h. Cabinet photos, equipment specifications, as-built drawings, cabinet drawings, etc. 	Online
Section 1: Key Technical Information <ul style="list-style-type: none"> a. Name of Project Corridor/Grid/Route b. Project Limits c. Project Length d. Number of Signalized Intersections Along Corridor e. Participating Agencies/Traffic Forum Members f. Lead Agency g. Designation of the corridor to synchronize h. Project start and end date i. Previous funding j. Contact Information k. Signalized intersections that are part of the project l. Offset signalized intersections that are part of the project m. Project Map Depicting the Project Limits 	
Section 2: Regional Significance	
Section 3: Acknowledgement of Required Tasks	
Section 4: Funding Needs/Costs for Proposed Project by Task <ul style="list-style-type: none"> a. Summary of Project Cost b. Summary of Cost by Agency c. Summary of Intersection Improvement Costs 	
Section 5: Detailed Local Match Commitment	
Section 6: Project Schedule for the 3 Year Grant Period by Task <ul style="list-style-type: none"> a. Project State and End Dates b. Project Schedule by Task 	
Appendices <ul style="list-style-type: none"> a. Calculations and Estimated Points b. Agency Improvement Calculations c. Vehicle Miles Traveled (VMT) d. Agency Resolutions and Letters of Support e. Additional Information (Optional) 	



Exhibit 8-2

Sample Resolution for Orange County Regional Traffic Signal Synchronization Program Projects

A resolution of the _____ City Council approving the submittal of _____ improvement project(s) to the Orange County Transportation Authority for funding under the competitive Measure M2 Regional Traffic Signal Synchronization Program.

THE CITY COUNCIL OF THE CITY OF _____ 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 _____ 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 _____ 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
 - f) WHEREAS, the City of _____ will provide matching funds for each project as required by the Comprehensive Transportation Funding Programs [Guidelines-Procedures Manual](#); and
- g) WHEREAS, the City of _____ will not use Renewed Measure M funds to supplant Developer Fees or other commitments; and
- h) WHEREAS, the City of _____ desires to implement multi-jurisdictional signal synchronization listed below; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The City Council of the City of _____ 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):

***Required language a-h**

Regional Capacity Program (Project O) - Prior Funded Applications
Call for Projects Range: 2016 to 2025

Attachment C

Call Cycle	Jurisdiction	Project Title	Project	Fund	Phase	M2 Grant Amount	Application Score
2016	Costa Mesa	Newport Boulevard Widening from 19th Street to Superior Avenue	O	ACE	ENG	\$ 281,250	69
2016	County of Orange	Oso Parkway and Antonio Parkway Intersection Improvements	O	ICE	CON	\$ 792,669	60
2016	Santa Ana	Warner Avenue Improvements and Widening (Main Street to Oak Street)	O	ACE	ROW	\$ 5,200,000	59
2016	Irvine	University Drive Widening (MacArthur Boulevard to Campus Drive)	O	ACE	CON	\$ 4,104,971	58
2016	Anaheim	Lincoln Avenue (Harbor Blvd to West Street)	O	ACE	ROW	\$ 10,174,241	55
2016	Mission Viejo	Alicia Parkway and Marguerite Parkway Intersection	O	ICE	ENG	\$ 19,565	53
2016	Mission Viejo	Alicia Parkway and Marguerite Parkway Intersection	O	ICE	CON	\$ 252,424	53
2016	Irvine	Jamboree Road Widening (600 feet north of Main Street to Barranca Parkway)	O	ACE	ENG	\$ 801,000	53
2016	Tustin	Newport Avenue and SR-55 NB Ramps/Del Amo Avenue Modification	O	ICE	ENG	\$ 8,670	51
2016	Tustin	Newport Avenue and SR-55 NB Ramps/Del Amo Avenue Modification	O	ICE	CON	\$ 108,668	51
2016	La Palma	La Palma Avenue/Del Amo Boulevard over Coyote Creek Bridge	O	ACE	ENG	\$ 375,000	51
2016	La Palma	La Palma Avenue/Del Amo Boulevard over Coyote Creek Bridge	O	ACE	ENG	\$ 600,000	51
2016	Irvine	University Drive/Ridgeline Drive/Rosa Drew Lane Intersection Improvements	O	ICE	ROW	\$ 127,163	50
2016	Santa Ana	Bristol Street and Memory Lane Intersection Widening	O	ICE	ENG	\$ 67,500	47
2016	La Habra	Whittier Blvd and Hacienda Rd Intersection	O	ICE	CON	\$ 1,230,548	43
2016	Mission Viejo	Marguerite Parkway and Santa Margarita Parkway Intersection	O	ICE	ENG	\$ 10,236	42
2016	Mission Viejo	Marguerite Parkway and Santa Margarita Parkway Intersection	O	ICE	CON	\$ 133,062	42
2016	Tustin	Red Hill Ave Widening (Dyer Road/Barranca Parkway to Edinger Avenue)	O	ACE	CON	\$ 6,000,000	42
2016	Tustin	El Camino Real and Jamboree Road Modification	O	ICE	ENG	\$ 5,362	41
2016	Tustin	El Camino Real and Jamboree Road Modification	O	ICE	CON	\$ 65,757	41
2016	Costa Mesa	Wilson Street Widening from College Avenue to Fairview Road	O	ACE	ENG	\$ 281,250	41
2016	Brea	SR-57 & Lambert Road Interchange Improvements	O	FAST	ROW	\$ 5,929,200	41
2016	Santa Ana	Warner Avenue and Flower Street Intersection Improvements	O	ICE	ENG	\$ 6,750	35
2016	Orange	Tustin Avenue and Meats Avenue Intersection Right Turn Lane Addition	O	ICE	ROW	\$ 1,424,713	35
2017	County of Orange	Ortega Highway Widening Improvements (PA&ED Phase)	O	ACE	ENG	\$ 1,950,000	69
2017	Santa Ana	Warner Avenue Improvements - Oak Street to Grand Avenue	O	ACE	ENG	\$ 811,125	61
2017	Santa Ana	Warner Avenue Improvements from Main St to Orange Avenue	O	ACE	ROW	\$ 8,586,900	58
2017	Irvine	University/Ridgeline Intersection Improvement	O	ICE	CON	\$ 1,724,024	57
2017	County of Orange	Cow Camp Road Segment 2A & 2B Construction	O	ACE	CON	\$ 14,278,770	56
2017	Anaheim	Lincoln Avenue Widening (East Street to Evergreen Street)	O	ACE	ROW	\$ 1,147,669	51
2017	Orange	Tustin/Meats Intersection Right Turn Lane Addition	O	ICE	CON	\$ 719,625	47
2017	Mission Viejo	Los Alisos Boulevard and Santa Margarita Parkway	O	ICE	ENG	\$ 14,552	45
2017	Mission Viejo	Los Alisos Boulevard and Santa Margarita Parkway	O	ICE	CON	\$ 191,037	45
2017	Garden Grove	Euclid Street and Westminster Avenue Intersection Improvement	O	ICE	ROW	\$ 784,326	45
2017	Costa Mesa	Hyland Avenue at MacArthur Boulevard Intersection Improvements	O	ICE	ROW	\$ 129,972	44
2017	Costa Mesa	Hyland Avenue at MacArthur Boulevard Intersection Improvements	O	ICE	CON	\$ 276,212	44
2017	Santa Ana	Bristol Street and Memory Lane Intersection Improvements	O	ICE	ROW	\$ 1,167,244	43
2017	Orange	Tustin Street and Chapman Avenue Intersection Widening	O	ICE	CON	\$ 375,000	38
2017	Santa Ana	Warner Avenue and Flower Street Intersection Improvements	O	ICE	CON	\$ 87,187	34
2018	Irvine	University Drive Widening from Ridgeline Drive to Interstate-405	O	ACE	ENG	\$ 327,262	80
2018	Mission Viejo	La Paz Bridge and Road Widening from Muirlands to Chrisanta	O	ACE	CON	\$ 3,300,843	71
2018	Santa Ana	Warner Avenue Improvements - (Standard Avenue to Grand Avenue)	O	ACE	ROW	\$ 3,066,000	70
2018	Yorba Linda	Yorba Linda Boulevard Widening	O	ACE	ENG	\$ 375,000	64
2018	Santa Ana	Warner Avenue Improvements from Main Street to Oak Street	O	ACE	CON	\$ 4,629,750	64
2018	Santa Ana	Warner Avenue Improvements - (Oak Street to Standard Avenue)	O	ACE	ROW	\$ 7,494,000	57
2018	Brea	SR-57 & Lambert Road Interchange Improvements Project Phase 1	O	FAST	CON	\$ 12,398,178	47
2018	Irvine	Culver Drive at Alton Parkway Intersection Improvements	O	ICE	ENG	\$ 194,047	44
2018	Orange	Cannon Street at Serrano Avenue Intersection Widening	O	ICE	ENG	\$ 108,750	42
2018	Laguna Niguel	Crown Valley Parkway Westbound Roadway Widening Forbes Road to Cabot Road	O	ACE	ROW	\$ 51,750	41

Regional Capacity Program (Project O) - Prior Funded Applications

Call for Projects Range: 2016 to 2025

Call Cycle	Jurisdiction	Project Title	Project	Fund	Phase	M2 Grant Amount	Application Score
2018	Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	O	ICE	ENG	\$ 54,420	31
2019	Garden Grove	Euclid Street and Westminster Avenue Intersection Improvement	O	ICE	CON	\$ 834,721	57
2020	Irvine	University Drive Widening from Ridgeline Drive to Interstate 405	O	ACE	CON	\$ 1,833,901	87
2020	Santa Ana	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	O	ACE	CON	\$ 3,273,573	79
2020	San Juan Capistrano	Ortega Highway Widening Improvements Project (PS&E Phase)	O	ACE	ENG	\$ 5,250,000	69
2020	Santa Ana	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	O	ACE	CON	\$ 7,501,206	68
2020	Yorba Linda	Yorba Linda Boulevard Widening	O	ACE	ENG	\$ 1,636,500	57
2020	Mission Viejo	Marguerite Parkway & Jeronimo Road Intersection Capacity Enhancement Project	O	ICE	ENG	\$ 37,500	41
2020	Mission Viejo	Marguerite Parkway & Jeronimo Road Intersection Capacity Enhancement Project	O	ICE	CON	\$ 444,249	41
2020	Yorba Linda	Bastanchury Road Improvements	O	ACE	CON	\$ 2,651,605	40
2020	Newport Beach	West Coast Highway and Superior Avenue/Balboa Boulevard Intersection Improvements (Phase 2)	O	ICE	ENG	\$ 780,000	38
2021	Santa Ana	Fairview Street Improvements (9th Street to 16th Street)	O	ACE	ROW	\$ 1,937,250	70
2021	Santa Ana	Fairview Street Improvements (9th Street to 16th Street)	O	ACE	CON	\$ 3,721,590	70
2021	Santa Ana	Warner Avenue Improvements (Oak Street to Grand Avenue)	O	ACE	CON	\$ 9,076,305	64
2021	Orange	Cannon Street Widening - Santiago Canyon Road to Serrano Avenue	O	ACE	ENG	\$ 618,750	62
2021	Garden Grove	Euclid Avenue-Westminster Boulevard Intersection Improvement Project	O	ICE	CON	\$ 1,022,531	54
2021	Santa Ana	Bristol Street and Memory Lane Intersection Improvements	O	ICE	CON	\$ 1,012,500	49
2021	Yorba Linda	Yorba Linda Boulevard Widening Project Between Imperial Highway and Lakeview Avenue	O	ICE	ENG	\$ 229,378	46
2021	County of Orange	Los Patrones Parkway Extension	O	ACE	ENG	\$ 1,875,000	41
2021	Yorba Linda	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	O	ACE	CON	\$ 479,462	38
2021	Irvine	Jeffrey Road at Barranca Parkway Intersection Improvements	O	ICE	ENG	\$ 75,000	33
2021	Irvine	Jeffrey Road at Barranca Parkway Intersection Improvements	O	ICE	ENG	\$ 112,500	33
2022	Santa Ana	Fairview Street Improvements (Monte Carlo Drive to Trask Street)	O	ACE	ENG	\$ 825,000	64
2022	Brea	Imperial Highway SR-90 at SR-57 Southbound On-Ramp Project	O	FAST	ENG	\$ 476,150	55
2022	Orange	Cannon Street at Serrano Avenue Intersection Widening	O	ICE	CON	\$ 631,814	52
2022	Garden Grove	Harbor-Garden Grove Intersection Improvement Project - Engineering Phase	O	ICE	ENG	\$ 97,500	50
2022	Irvine	Culver Drive at Alton Parkway Intersection Improvements	O	ICE	CON	\$ 2,236,846	48
2022	Anaheim	Lincoln Avenue and Harbor Boulevard Intersection Improvements	O	ICE	ENG	\$ 78,750	41
2022	Irvine	Harvard Avenue at Michelson Drive Intersection Improvements	O	ICE	CON	\$ 306,311	40
2022	Anaheim	Lincoln Widening Avenue (East Street to Evergreen Street)	O	ACE	CON	\$ 5,341,867	40
2022	Yorba Linda	Savi Ranch Parkway Widening	O	ICE	ENG	\$ 227,624	37
2023	Santa Ana	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	O	ACE	CON	\$ 5,239,044	86
2023	Santa Ana	Bristol Street Improvements Phase IV - Warner Avenue to Saint Andrew Place	O	ACE	CON	\$ 11,910,061	77
2023	Santa Ana	Warner Avenue Improvements - Oak Street to Grand Avenue	O	ACE	CON	\$ 11,997,206	62
2023	Irvine	Jamboree Road and Main Street Intersection Enhancements	O	ICE	CON	\$ 1,414,124	50
2023	Santa Ana	Bristol Street and Memory Lane Intersection Improvements	O	ICE	CON	\$ 1,501,900	49
2023	Yorba Linda	Lakeview Avenue Improvements from Bastanchury Road to Oriente Drive	O	ACE	CON	\$ 1,083,259	44
2023	Yorba Linda	Lakeview Avenue Improvements from Lemon Drive to Oriente Drive	O	ACE	ENG	\$ 331,875	40
2024	Laguna Niguel	Crown Valley Parkway Westbound Improvement Project	O	ACE	ROW	\$ 1,781,514	59
2024	Laguna Niguel	Crown Valley Parkway Westbound Improvement Project	O	ACE	CON	\$ 7,671,014	59
2024	Garden Grove	Garden Grove Boulevard/Harbor Boulevard Intersection Improvement	O	ICE	CON	\$ 3,957,107	51
2024	Yorba Linda	Yorba Linda Boulevard/Savi Ranch Parkway Improvements	O	ICE	ROW	\$ 1,601,700	49
2024	Santa Ana	Dyer Road Improvements (SR-55 to 700' E/O Pullman Street)	O	ACE	ENG	\$ 2,365,200	48
2024	Irvine	Jeffery Road and Barranca Parkway Intersection Improvements	O	ICE	ROW	\$ 89,049	41
2024	Irvine	Jeffery Road and Barranca Parkway Intersection Improvements	O	ICE	CON	\$ 926,065	41
2024	Dana Point	Stonehill Drive Improvement Project	O	ACE	ENG	\$ 330,000	40
2025	Newport Beach	West Coast Highway Widening at Old Newport Boulevard	O	ACE	CON	\$ 1,761,975	74
2025	Newport Beach	West Coast Highway Widening at Old Newport Boulevard	O	ACE	ROW	\$ 2,598,759	74
2025	Santa Ana	Fairview Street Improvements (Monte Carlo Drive to Trask Avenue)	O	ACE	ROW	\$ 4,914,769	68

Regional Capacity Program (Project O) - Prior Funded Applications

Call for Projects Range: 2016 to 2025

Call Cycle	Jurisdiction	Project Title	Project	Fund	Phase	M2 Grant Amount	Application Score
2025	Irvine	Campus Drive Arterial Capacity Enhancements (Carlson Avenue to University Drive)	O	ACE	ENG	\$ 383,250	62
2025	Yorba Linda	Yorba Linda Boulevard/Savi Ranch Parkway Widening - Construction (Phase 1)	O	ICE	CON	\$ 6,904,350	47
2025	County of Orange	Los Patrones Parkway Extension - Final Design	O	ACE	ENG	\$ 5,000,000	45
2025	Mission Viejo	Alicia Parkway & Olympiad Road Intersection Capacity Enhancement Project	O	ICE	ENG	\$ 52,500	43
2025	Mission Viejo	Alicia Parkway & Olympiad Road Intersection Capacity Enhancement Project	O	ICE	CON	\$ 615,627	43
2025	Yorba Linda	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	O	ACE	CON	\$ 2,238,155	43
2025	Anaheim	Lincoln Avenue and Harbor Boulevard Intersection Improvements	O	ICE	ROW	\$ 886,699	40
2025	Anaheim	Lincoln Avenue Improvements (Evergreen Street to State College Boulevard)	O	ACE	ENG	\$ 360,000	35

Regional Capacity Program (Project O) - Prior Funded Applications
 Call for Projects Range: 2016 to 2025

Overall	M2 Grant
# of Phases	106
Total M2 Awarded	\$234,784,227
Lowest	\$ 5,362
Highest	\$ 14,278,770
Average	\$ 2,214,946
Median	\$ 818,063

Overall, < \$5 million	M2 Grant
# of Phases	88
Total M2 Awarded	\$88,831,885
Lowest	\$ 5,362
Highest	\$ 4,914,769
Average	\$ 1,009,453
Median	\$ 607,814

Overall, ≥ \$5 million	M2 Grant
# of Phases	18
Total M2 Awarded	\$145,952,342
Lowest	\$ 5,000,000
Highest	\$ 14,278,770
Average	\$ 8,108,463
Median	\$ 7,497,603

Engineering	M2 Grant
# of ENG Phases	40
Total M2 Awarded	\$ 27,434,216
Lowest	\$ 5,362
Highest	\$ 5,250,000
Average	\$ 685,855
Median	\$ 304,256

Right of Way	M2 Grant
# of ROW Phases	20
Total M2 Awarded	\$59,092,918
Lowest	\$ 51,750
Highest	\$10,174,241
Average	\$ 2,954,646
Median	\$ 1,691,607

Construction	M2 Grant
# of CON Phases	46
Total M2 Awarded	\$148,257,093
Lowest	\$ 65,757
Highest	\$ 14,278,770
Average	\$ 3,222,980
Median	\$ 1,612,962