



Joshua Sweeney
Mayor

Don Caskey
Mayor Pro Tempore

Jared Mathis
Council Member

Erica Pezold
Council Member

Dave Wheeler
Council Member

City of Laguna Hills City Council / Planning Agency

Regular Meeting Agenda
Tuesday, June 10, 2025 - 6:00 PM
(Closed Session at 5:00 p.m. when scheduled)

City Council Chamber
24035 El Toro Road
Laguna Hills, CA 92653

In Person Public Comments: Any person wishing to address the City Council/Planning Agency on any matter, whether or not it appears on this Agenda, is asked to complete a pink "Request to Speak" form available on the table at the back of the Chamber and submit the form to the City Clerk. The Request to Speak form assists the Mayor in ensuring that all persons wishing to address the City Council are recognized and ensures accurate identification of meeting participants in the City Council/Planning Agency Minutes. Completion of the form is voluntary. It is City policy to limit public testimony to up to three minutes per person, as determined by the Mayor, and a total time limit of thirty minutes for Public Comments. If you are commenting on an Agenda item, your comments will be heard at the time that item is scheduled on the Agenda. If you are addressing the City Council on an item not listed on the Agenda, the City Council is prohibited by law from discussing or taking any action on that item.

Submission of Electronic Public Comments: Those wishing to make electronic public comments may submit their comments by [email to the City Clerk](#) no later than 2 hours prior to the meeting on Tuesday, June 10, 2025. In the subject line of the email, please state your name and the item number you are commenting on. Any public comment received that does not specify a particular agenda item number will be announced during the general public comment portion of the agenda. All comments received by the deadline on the date of the meeting will be provided to the City Council and will be provided for public inspection at the meeting. During the applicable agenda item, the City Clerk will announce the name of the sender and subject matter of all electronic comments received by the deadline on Tuesday, June 10, 2025. Email comments will NOT be read by the City Clerk during the meeting. Electronic public comments may only be submitted via email and comments via text and social media (Facebook, X (formerly Twitter), etc.) will not be accepted.

For questions or assistance, please contact the City Clerk's Office at (949) 707-2635 or via [email](#).

Closed Session - Convening at 5:00 PM

Call to Order

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Roll Call of City Council Members

Announcement of Closed Session Item(s)

The City Council will convene into Closed Session, in the City Council Conference Room, City Hall, Laguna Hills Civic Center, to consider the following matter(s):

A. Conference with Labor Negotiators

Pursuant to California Government Code Section 54957.6(a)

City Designated Representative: Eric Hendrickson, Finance Director

Employee Organization: Laguna Hills City Employee Association,
City Employee Organization

B. Public Employee Performance Evaluation

Pursuant to California Government Code Section 54957(b)(1)

Public Employee Title: City Manager - Performance Review

Public Comments

Members of the public may address the City Council only on closed session items listed on this Agenda. Public Comments are limited to three minutes per person, as determined by the Mayor, and a total time limit of thirty minutes.

Adjourn to City Council Conference Room or City Council Chamber

Convene into Closed Session

The City Council will convene into Closed Session to consider the matter(s) listed above.

Reconvene to City Council Chamber

Recess

General Business Convening at 6:00 PM

Call to Order

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

Invocation

Pledge of Allegiance: Council Member Pezold

Roll Call of City Council Members

Closed Session Report

1. Presentations and Proclamations

2. Schedule of Future Events

2.1 Schedule of Future Events

Recommendation: That the Deputy City Clerk announce the upcoming meetings and events.

3. Public Comments

This is the time to address the City Council on any matter not listed on this Agenda that is within the subject matter jurisdiction of the City Council. Public Comments are limited to three minutes per person, as determined by the Mayor, and a total time limit of thirty minutes.

4. Consent Calendar

All matters listed under "CONSENT CALENDAR" are considered to be routine and will be enacted by one motion approving the recommendation listed on the Agenda. There will be no separate discussion unless Members of the City Council or City staff request specific items be removed from the Consent Calendar.

4.1 Waive Reading in Full of all Ordinances and Resolutions on the Agenda

Recommendation: That the City Council waive reading in full of all ordinances and resolutions on the agenda and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

4.2 Approval of Minutes for May 27, 2025, Special Meeting

Recommendation: That the City Council approve the City Council Minutes for the May 27, 2025, Special Meeting.

4.3 Approval of Minutes for May 27, 2025, Regular Meeting

Recommendation: That the City Council approve the City Council Minutes for the May 27, 2025, Regular Meeting.

4.4 Ratification of June 10, 2025 Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from May 16, 2025, to May 29, 2025, in the amount of \$630,542.72.

4.5 Second Reading and Adoption of Introduced Ordinance Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive

Recommendation: That the City Council adopt an Ordinance entitled: "An Ordinance of the City Council of the City of Laguna Hills, California, Amending Section 11-20.010 of the Laguna Hills Municipal Code Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive."

4.6 Appropriations Limit for Fiscal Year 2025/2026

Recommendation: That the City Council adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, Establishing the Appropriations Limit (Gann Limit) for the City of Laguna Hills for Fiscal Year 2025/2026."

4.7 Award of Public Works Construction Contract for the Street Name Signs Project, CIP 113

Recommendation: That the City Council: 1. Award the Public Works Construction Contract for the Street Name Signs Project, CIP 113 (changed from CIP 153), to the lowest responsive bidder, Cat Tracking, Inc., in the amount of \$237,325.00; 2. Find that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), Class 1 Existing Facilities, pursuant to CEQA Guidelines, Section 15301; 3. Reject all other construction bids; and 4. Authorize the City Manager to sign the Public Works Construction Contract with Cat Tracking, Inc.

4.8 Award of Professional Services Agreement to AGA Engineers, Inc. for Regional Traffic Signal Synchronization Program for Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project, CIP 168-L

Recommendation: That the City Council: 1. Award a Professional Services Agreement to AGA Engineers, Inc. for Regional Traffic Signal Synchronization Program for Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project, and 2. Authorize the City Manager to execute the Agreement.

4.9 Renewed Measure M (M2) Compliance Reporting to the Orange County Transportation Authority (OCTA)

Recommendation: That the City Council: 1. Approve the Measure M (M2) Compliance Submittal to OCTA including, but not limited, to the Seven-Year Capital Improvement Program; and 2. Adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, Concerning the Status and Update of the Circulation Element, and Mitigation Fee Program for the Measure M (M2) Program."

Items Removed from the Consent Calendar

5. Planning Agency

5.1 Roll Call of Planning Agency Members

5.2 Public Comments

5.3 Approval of Minutes

5.4 Administrative Reports

5.4.1 Capital Improvement Program General Plan Conformity Report

Recommendation: That the Planning Agency adopt a Resolution entitled: "A Resolution of the Planning Agency of the City of Laguna Hills, California, finding that the proposed 2025/2026 Fiscal Year Capital Improvement Program conforms with the General Plan of the City of Laguna Hills pursuant to California Government Code Section 65401."

5.5 Planning Agency Public Hearings

5.5.1 Conditional Use Permit (CUP) No. USE-0188-2024, a request by Property Owner Rahim Tofigh for Approval of a Proposed Roof Deck on a Detached Rear Yard Accessory Dwelling Unit Located at 25961 Glen Canyon Drive

Recommendation: That the Planning Agency:

1. Conduct a public hearing;
2. Find and determine that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to

Section 15303 (Class 3, New Construction or Conversion of Small Structures); and

3. Adopt a Resolution entitled: "A Resolution of the Planning Agency of the City of Laguna Hills, California, Approving Conditional Use Permit (CUP) No. USE-0188-2024, a Request by Property Owner Rahim Tofigh for Approval of a Roof Deck on a Detached Rear Yard Accessory Dwelling Unit Located at 25961 Glen Canyon Drive, Including an Exemption from the California Environmental Quality Act (CEQA) per CEQA Guidelines Article 19 Section 15303 (Class 3, New Construction or Conversion of Small Structures)."

5.6 Planning Agency Adjournment

6. City Council Public Hearings

6.1 Adoption of Solid Waste Collection and Recycling Rate Adjustments for Residential and Commercial Collection Services

Recommendation: That the City Council:

1. Receive staff presentation and report, and receive City Clerk report on written property owner protests;
2. Ask questions of staff;
3. Open the public hearing;
4. Receive public testimony;
5. Close the public hearing; and
6. If less than 6,634 written protests were received by the City, by motion, approve the rate adjustments in the approved Contract for the Collection, Transportation and Disposal of Municipal Solid Waste and for the Collection and Transportation of Recyclable Materials to Processors for Diversion between the City of Laguna Hills and CR&R Incorporated.

7. Administrative Reports

7.1 City Manager

7.1.1 First Reading and Introduction of an Ordinance adopting the Local Responsibility Area Fire Hazard Severity Zones Map as Required by California Government Code Section 51179

Recommendation: That the City Council

1. Receive staff presentation and report;

2. Introduce for first reading, read by title only, and waive further reading of an Ordinance entitled: "An Ordinance of the City Council of the City of Laguna Hills adding Chapter 10-84 to the Laguna Hills Municipal Code Adopting the Local Responsibility Area Fire Hazard Severity Zones Map as Designated by the California Department of Forestry and Fire Protection;" and
3. Direct staff to place the Ordinance on the June 24, 2025, meeting agenda for a Public Hearing and second reading, and to publish the hearing notice.

7.2 Finance Director

7.2.1 Budget Adoption for Fiscal Years 2025/2026 & 2026/2027

Recommendation: That the City Council adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, adopting the operating budget, capital improvement program and other appropriations for the City of Laguna Hills for the 2025-2026 & 2026-2027 fiscal years."

7.3 City Manager

7.3.1 Approval of Fiscal Year 2025–26 Agreement with the County of Orange for the Provision of Law Enforcement Services

Recommendation: That the City Council approve the agreement with the County of Orange for the provision of law enforcement services for fiscal year 2025–26 and authorize the Mayor to execute the contract on behalf of the City.

7.4 Chief of Police Services

7.4.1 Public Safety Update

Recommendation: That the City Council receive an update on public safety activities, including updates on crime statistics.

8. Matters Agendized and Presented by City Council Members

9. City Council Member Committee Reports

9.1 Committee Assignment Report

Recommendation: That the City Council receive reports from City Council Members on the City Council Committee Assignments Listed in the staff report.

10. City Council Member Comments

Adjournment

The next Regular Meeting of the City Council/Planning Agency will be June 24, 2025, at 6:00p.m., in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, JENNIFER LEE, City Clerk of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and the Courtyard at La Paz Center by June 6, 2025, at 5:00p.m.



Jennifer Lee, CMC, City Clerk

It is the intention of the City of Laguna Hills to comply with the Americans with Disabilities Act in all respects. If as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City of Laguna Hills will attempt to accommodate you in every reasonable manner. Please contact the office of the City Clerk at (949) 707 2635. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 24035 El Toro Road, Laguna Hills, California, during normal business hours. In addition, such writings or documents will be made available for public review on the City's website at: <https://www.lagunahillsca.gov/supplementalagenda> and at the respective public meeting.

City Council Members receive no additional compensation or stipend as a result of simultaneously convening meetings of the Laguna Hills Planning Agency.



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Kayle McDonald, Deputy City Clerk
Issue: Schedule of Future Events

Recommendation: That the Deputy City Clerk announce the upcoming meetings and events.

Meetings:

City Council/Planning Agency Regular Meetings

Tuesday, June 24th, 6:00 p.m., Laguna Hills Civic Center Council Chamber

Tuesday, July 8th, 6:00 p.m., Laguna Hills Civic Center Council Chamber

Events:

Summer Kick-Off Event Movie in the Park

Friday, June 13th 5:30 p.m. – 7:30 p.m., meet at Laguna Hills Community Center/ Soccer Field

Excursion to Walt Disney Concert Hall

Saturday June 14th, 8:00 a.m. – 6:30 p.m., meet at Laguna Hills Community Center

Excursion to San Diego Country Fair-Del Mar Fairgrounds

Friday, June 27th, 2:00 p.m. – 10:00 p.m., meet at Laguna Hills Community Center

4th of July Celebration with a Concert featuring Anthem Road and Fireworks Show

Friday, July 4th, 4:00 p.m. – 9:20 p.m., meet at Laguna Hills Community Center/ Soccer Field

Excursion to Hilbert Museum

Sunday, July 6th, 9:30 a.m. – 5:00 p.m., meet at Laguna Hills Community Center

Attachments:

1. Event Flyer(s)

LAGUNA HILLS SUMMER KICK-OFF 2025

JOIN US
JUNE 13, 2025
5:30-7:30PM



**MOVIE IN THE
PARK: THE
INCREDIBLES**

***MOVIE BEGINS AT 7:30PM**



LAGUNA HILLS COMMUNITY CENTER

25555 ALICIA PKWY, LAGUNA HILLS, CA 92653

STOP BY AND EXPERIENCE AN ACTION-PACKED NIGHT!

GET UP CLOSE AND EXPLORE A PATROL VEHICLE, MEET THE ORANGE COUNTY SHERIFF'S DEPARTMENT MOUNTED UNIT, EXPERIENCE AN EXCITING HELICOPTER FLYOVER, GRAB A BITE FROM LOCAL FOOD TRUCKS, AND HAVE FUN WITH BOUNCE HOUSES AND SO MUCH MORE FOR THE WHOLE FAMILY! OUR MOVIE IN THE PARK, THE INCREDIBLES, WILL BEGIN AT 7:30PM. BRING YOUR CHAIRS AND BLANKETS! CALL 949.707.2680 FOR MORE INFORMATION.



Excursion to Walt Disney Concert Hall



Venture with us in the van to Los Angeles to partake in a 60-minute self-guided audio tour of Walt Disney Concert Hall that is home to LA Phil and the Los Angeles Master Chorale. Walt Disney Concert Hall is known to be one of the most acoustically sophisticated concert halls in the world and provides both visual and aural intimacy through its exterior and interior design. **Please note: The use of any recording devices, including cameras, is not permitted in Walt Disney Concert Hall at any time.**

Thereafter, a stop at Grand Central Market that serves breakfast, lunch and dinner at one of Downtown Los Angeles must visit spots. Be sure to bring water, some snacks/sack lunch or purchase from the food vendors on site. Participants meet at the Laguna Hills Community Center where City staff will provide transportation to the trailhead. **No refunds or transfers for this event.**

Class# 1681

***Registration opens 5/13/2025**

6/14 8:00AM-6:30PM Saturday

Fee: Resident \$25, Non-Resident \$30

Like us on  at www.facebook.com/lagunahillscs

To register or for more information, please call (949) 707-2680 or visit www.lagunahillscsca.gov

Excursion to San Diego County Fair at the Del Mar Fairgrounds



San Diego County Fair is one of the main San Diego attractions in the summer in San Diego County. Centrally located in Del Mar at the Del Mar fairgrounds, it offers food, rides, shows, animals, concerts (in prior years) and lots of fun. Be sure to bring water, some snacks/sack lunch or purchase from the food vendors on site. Participants meet at the Laguna Hills Community Center where City staff will provide transportation. Call (949) 707-2680 for more information. **No refunds or transfers for this event.**

***Registration begins May 13, 2025**

Class# 1682

6/27 2:00PM-10:00PM Friday

Fee: Resident \$25, Non-Resident \$30

Like us on  at www.facebook.com/lagunahillsgov

To register or for more information, please call (949) 707-2680 or visit
www.lagunahillsgov

★ ★ ★ CITY OF LAGUNA HILLS ★ ★ ★

FOURTH OF JULY CELEBRATION

4-6pm: Community Fun

6-9pm: Live Music by

Anthem Road

9-9:20pm: Fireworks

**FREE
ENTRY**

**JULY
04**

**FIREWORKS - LIVE MUSIC
DRINKS - FOOD - FESTIVAL**



25555 ALICIA PKWY

lagunahillsca.gov



Excursion to Hilbert Museum



The Hilbert Museum of California Art at Chapman University opened in 2016 and is the home of one of the world's largest collections of California narrative art; the only museum in the world committed to tracing the rich, iconic history of the Golden State from the 1900s to the present. The museum has since undergone an ambitious three-year project to expand from 7,000 to 22,000 sq. ft. on the same site. The new two-building venue offers 26 galleries for rotating displays of more than 5,000 oils, watercolors and drawings depicting everyday California life. Be sure to bring water, some snacks/sack lunch or purchase from the food vendors on site or nearby in Old Towne Orange. On your own, explore the many surrounding shops and eateries. Participants meet at the Laguna Hills Community Center where City staff will provide transportation. Call (949) 707-2680 for more information. **No refunds or transfers for this event.**

***Registration begins May 13, 2025**

Class# 1683

7/6 9:30AM-5:00PM Sunday

Fee: Resident \$15, Non-Resident \$20

To register or for more information, please call (949) 707-2680 or visit

www.lagunahillsca.gov

**City of Laguna Hills
City Council
Special Meeting
Minutes
Tuesday, May 27, 2025**

Call to Order

The meeting was called to order at 4:00 p.m. by Mayor Sweeney.

Roll Call of City Council Members

Present:

Mayor Joshua Sweeney
Mayor Pro Tempore Don Caskey
Council Member Erica Pezold
Council Member Jared Mathis
Council Member Dave Wheeler

Absent:

Public Comments

The following individual(s) submitted an electronic public comment on the special meeting item that was received, forwarded to the City Council prior to the meeting, posted on the City's website, and announced into the record by City Clerk Lee:

Neel Patel, Traffic Commission Vice Chair

City Council Workshop Items

1 Budget Study Session

Recommendation: That the City Council review, discuss, and provide direction on the draft biennial budget.

Finance Director Hendrickson reviewed the information provided in the staff report and responded to Council Member requests for additional information.

City Manager Hildenbrand responded to Council Member requests for additional information.

The following individual(s) provided public comments on Item No. 1.:

Phyllis Roberts

Assistant City Manager Ames responded to Council Member requests for additional information.

Mayor Sweeney recessed the meeting at 5:02 p.m. and reconvened the meeting at 5:09 p.m.

City Attorney Simonian responded to Council Member requests for additional information.

Chief of Police Services, Captain Burk responded to Council Member requests for additional information.

Adjournment

There being no further business before the City Council at this session, Mayor Sweeney declared the meeting adjourned at 5:49 p.m.

Jennifer Lee, City Clerk

ATTEST:

Joshua Sweeney, Mayor

Approved at meeting of June 10, 2025.

**City of Laguna Hills
City Council / Planning Agency
Regular Meeting
Minutes
Tuesday, May 27, 2025**

General Business Convening at 6:00 PM

Call to Order

The meeting was called to order at 6:00 p.m. by Mayor Sweeney.

Invocation: Mayor Sweeney

Pledge of Allegiance: Council Member Mathis

Roll Call of City Council Members

Present:

Mayor Joshua Sweeney
Mayor Pro Tempore Don Caskey
Council Member Erica Pezold
Council Member Jared Mathis
Council Member Dave Wheeler

Absent:

1. Presentations and Proclamations

1.1 Presentation from Parentis Foundation

The City Council received a presentation from Janice Frechette, Executive Director, Parentis Foundation, on the foundation's contributions to the community.

1.2 Certificate of Recognition for Parentis Foundation

Mayor Sweeney presented a Certificate of Recognition to Janice Frechette, Executive Director of the Parentis Foundation, in acknowledgment of the Foundation's selection as the official Non-Profit Vendor for the Beer Garden at the Memorial Day Race 2025.

2. Schedule of Future Events

2.1 Schedule of Future Events

Deputy City Clerk McDonald announced the upcoming meetings and events.

3. Public Comments

There were no public comments on non-agendized items.

Mayor Sweeney took Item No. 7.4.1 out of order on the Agenda.

7. Administrative Reports

7.4 Interim Community Services Director

7.4.1 Authorization for Use of Official City Seal

Recommendation: That the City Council authorize the use of the official city seal by the Laguna Terrace Beautification Team in advertisements for their 2025 Plein Air Painting Competition.

Council Member Mathis does not have a legal conflict of interest, but out of an abundance of caution, he recused himself from discussion/action on the item.

Interim Community Service Director Gannon reviewed the information provided in the staff report.

Laguna Terrace Beautification Team President Harry Huggins provided a video presentation and responded to Council Member requests for additional information.

City Attorney Simonian responded to Council Member requests for additional information.

A motion to approve staff's recommendation was moved by Council Member Pezold, seconded by Council Member Wheeler.

Roll Call Vote Result: Passed

Yes 5, No 0, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis, Council Member Wheeler

Nays: None

Abstain: None

4. Consent Calendar

A motion to approve the Consent Calendar with Council Member Wheeler removing Item No. 4.7 and Item No. 4.10 and Council Member Pezold removing Item No. 4.7, Item No. 4.9, and Item No. 4.10 was moved by Council Member Pezold, seconded by Mayor Pro Tempore Caskey.

Roll Call Vote Result: Passed

Yes 5, No 0, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis, Council Member Wheeler

Nays: None
Abstain: None

4.1 Waive Reading in Full of all Ordinances and Resolutions on the Agenda

Recommendation: That the City Council waive reading in full of all ordinances and resolutions on the agenda and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

4.2 Approval of Minutes for May 13, 2025, Special Meeting

Recommendation: That the City Council approve the City Council Minutes for the May 13, 2025, Special Meeting.

4.3 Approval of Minutes for May 13, 2025, Regular Meeting

Recommendation: That the City Council approve the City Council Minutes for the May 13, 2025, Regular Meeting.

4.4 Ratification of May 27, 2025 Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from May 2, 2025, to May 15, 2025, in the amount of \$1,911,598.89.

4.5 Treasurer's Investment Report for April 2025

Recommendation: That the City Council receive and file the Treasurer's Investment Report for the month of April 2025.

4.6 Development Application Status Report

Recommendation: That the City Council receive and file the report.

4.8 Resolution Adopting a List of Street Maintenance Projects for Fiscal Year 2025/2026 Funded by SB 1: The Road Repair and Accountability Act of 2017

Recommendation: That the City Council adopt Resolution No. 2025-05-27-1: "A Resolution of the City Council of the City of Laguna Hills, California, Adopting a List of Street Maintenance Projects for Fiscal Year 2025/2026 Funded By SB 1: The Road Repair and Accountability Act of 2017."

Items Removed from the Consent Calendar

4.7 Approval of Fiscal Year 2025–26 Agreement with the County of Orange for the Provision of Law Enforcement Services

Recommendation: That the City Council approve the agreement with the County of Orange for the provision of law enforcement services for fiscal year 2025–26, and authorize the Mayor to execute the contract on behalf of the City.

Council Member Wheeler and Council Member Pezold removed Item No. 4.7 from the Consent Calendar to request additional information.

City Manager Hildenbrand responded to Council Member requests for additional information.

A motion to continue the item until the City's FY25-27 biennial budget is finalized was moved by Council Member Wheeler, seconded by Council Member Pezold.

Roll Call Vote Result: Passed
Yes 5, No 0, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis, Council Member Wheeler
Nays: None
Abstain: None

4.9 Proposed Civic Center Office Lease with Signature America Financial and Insurance Services, Inc., a California corporation, for 24031 El Toro Road, Suite 320, Laguna Hills, California

Recommendation: That the City Council: 1. Approve the lease agreement with Signature America Financial and Insurance Services, Inc., a California corporation, for 24031 El Toro Road, Suite 320, Laguna Hills, California; 2. Authorize the City Manager to make minor modifications to and negotiate the final terms of the lease agreement, as necessary; and 3. Authorize the City Manager to execute the lease agreement.

Council Member Pezold removed Item No. 4.9 from the Consent Calendar to oppose the item.

A motion to approve staff's recommendation was moved by Mayor Sweeney, seconded by Council Member Mathis.

Roll Call Vote Result: Passed
Yes 4, No 1, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Mathis, Council Member Wheeler
Nays: Council Member Pezold
Abstain: None

4.10 Assignment and Assumption Agreement for Senior Transportation Mobility Services Agreement

Recommendation: That the City Council: 1. Approve the proposed Assignment and Assumption Agreement relating to the 2021 Senior Transportation Mobility Services Agreement between the City of Laguna Hills and California Yellow Cab Inc.;

and 2. Authorize the City Manager to execute the Assignment and Assumption Agreement.

Council Member Wheeler and Council Member Pezold removed Item No. 4.10 from the Consent Calendar to request additional information.

City Attorney Simonian responded to Council Member requests for additional information.

A motion to approve staff's recommendation was moved by Council Member Wheeler, seconded by Council Member Mathis.

Roll Call Vote Result: Passed

Yes 5, No 0, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis, Council Member Wheeler

Nays: None

Abstain: None

5. Planning Agency

There were no separate Planning Agency Business Items for this meeting.

6. City Council Public Hearings

6.1 Local Public Employee Vacant Positions

Recommendation: That the City Council:

1. Conduct a public hearing; and
2. Receive a presentation regarding local public employee vacant positions, pursuant to AB 2561 and Government Code section 3502.3.

Finance Director Hendrickson reviewed the information provided in the staff report and responded to Council Member requests for additional information.

Mayor Sweeney opened the public hearing and, upon seeing no public speakers, closed the public hearing.

A motion to approve staff's recommendation was moved by Council Member Pezold, seconded by Mayor Pro Tempore Caskey.

Roll Call Vote Result: Passed

Yes 5, No 0, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis, Council Member Wheeler

Nays: None
Abstain: None

7. Administrative Reports

7.1 City Manager

7.1.1 City of Laguna Hills Legislative Policy Platform

Recommendation: That the City Council:

1. Adopt a Resolution entitled, "A Resolution of the City Council of the City of Laguna Hills, California, Adopting a Legislative Policy Platform."
2. Approve City Council Policy No. 111, establishing the City's Legislative Policy Platform for the 2025–2026 legislative cycle.

City Manager Hildenbrand reviewed the information provided in the staff report and responded to Council Member requests for additional information.

City Attorney Simonian responded to Council Member requests for additional information.

A motion to oppose the item was moved by Council Member Wheeler, seconded by Council Member Pezold.

A substitute motion to continue the Item to a future meeting was moved by Mayor Sweeney, seconded by Mayor Pro Tempore Caskey.

Roll Call Vote Result: Passed
Yes 3, No 2, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Mathis
Nays: Council Member Pezold, Council Member Wheeler
Abstain: None

7.2 Assistant City Manager

7.2.1 First Reading and Introduction of an Ordinance Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive

Recommendation: That the City Council:

1. Receive staff presentation and report; and

2. Introduce for first reading, read by title only, and waive further reading of an Ordinance entitled: "An Ordinance of the City Council of the City of Laguna Hills, California, Amending Section 11-20.010 of the Laguna Hills Municipal Code Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive."

Assistant City Manager Ames reviewed the information provided in the staff report, provided a PowerPoint presentation, and responded to Council Member requests for additional information.

City Attorney Simonian responded to Council Member requests for additional information.

A motion to establish a speed limit of 25 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive was moved by Council Member Wheeler, seconded by Council Member Pezold.

A substitute motion to approve staff's recommendation was moved by Mayor Sweeney, seconded by Council Member Mathis.

Roll Call Vote Result: Passed

Yes 4, No 1, Abstained 0

Ayes: Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis
Nays: Council Member Wheeler
Abstain: None

7.2.2 Six-Month Review of Established No Parking Overnight Zone on Mill Creek Drive

Recommendation: That the City Council:

1. Find and determine that the proposed parking regulation is not subject to the California Environmental Quality Act pursuant to Sections 15301 (the activity applies to the operation of existing streets, and will not expand the use of those existing streets) and 15061(b)(3) (the activity has no potential for causing a significant effect on the environment) of the CEQA Guidelines, Cal. Code of Regs, Title 14, Chapter 3; and
2. Adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, Re-Establishing a No Overnight Parking Zone from 9:00 p.m. to 6:00 a.m. on the entirety of Mill Creek Drive."

Assistant City Manager Ames reviewed the information provided in the staff report, provided a PowerPoint presentation, and responded to Council Member requests for additional information.

The following individual(s) submitted an electronic public comment on Item No. 7.2.2 that was received, forwarded to the City Council prior to the meeting, posted on the City's website, and announced into the record by City Clerk Lee:

Van Erik	Zachary McKinley
David Oslinker	Przemyslaw Strzelczyk
Jennifer Oslinker	Dee Dee Vellis
Shar Alikhani	

The following individual(s) provided public comments on Item No. 7.2.2.:
Neel Patel, Traffic Commission Vice Chair

A motion to approve staff's recommendation was moved by Council Member Pezold, seconded by Council Member Mathis.

Roll Call Vote Result: Passed
Yes 5, No 0, Abstained 0

Ayes:	Mayor Sweeney, Mayor Pro Tempore Caskey, Council Member Pezold, Council Member Mathis, Council Member Wheeler
Nays:	None
Abstain:	None

7.3 Community Development Director

7.3.1 Business Recognition Program

Recommendation: That the City Council review and discuss the proposed business recognition program and provide direction to staff regarding the adoption of a business recognition program.

Community Development Director Lowe reviewed the information provided in the staff report, provided a PowerPoint presentation, and responded to Council Member requests for additional information.

City Attorney Simonian responded to Council Member requests for additional information.

City Manager Hildenbrand responded to Council Member requests for additional information.

The City Council provided direction to staff regarding the adoption of a business recognition program.

8. Matters Agendized and Presented by City Council Members

There were no matters agendized by City Council Members.

9. City Council Member Committee Reports

9.1 Committee Assignment Report

The City Council received reports from City Council Members on the City Council Committee Assignments listed in the staff report.

10. City Council Member Comments

Council Member Mathis

Council Member Mathis thanked everyone for administrating a successful Memorial Day Race event.

Council Member Pezold

Council Member Pezold requested an discussion on a community survey regarding City events be agendized for a future Events, Communication, and Beautification Committee.

Council Member Pezold requested a discussion on a security assessment of all businesses and neighborhoods in the City be agendized for a future meeting and received no second.

Council Member Pezold indicated she would like to see public safety updates to be provided to the City Council at future meetings.

Council Member Pezold expressed her appreciation of Assistant City Manager Ames' efforts to establish a no right turn restriction at La Paz Road.

Mayor Sweeney

Mayor Sweeney reported on the Memorial Day Race event, emphasizing the work of Interim Community Services Director Gannon, the Grand Marshall, Sgt. Jarrett Kraft and Team Darkhorse.

Mayor Sweeney provided a quote from Black Hawk Down:"It's what you do right now that makes a difference".

Adjournment

There being no further business before the City Council at this session, Mayor Sweeney declared the meeting adjourned at 8:06 p.m.

Jennifer Lee, City Clerk

ATTEST:

Joshua Sweeney, Mayor

Approved at meeting of June 10, 2025.



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Eric Hendrickson, Finance Director
Issue: Ratification of June 10, 2025 Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from May 16, 2025, to May 29, 2025, in the amount of \$630,542.72.

Background:

The City issues accounts payable disbursements on a regular basis and presents it to the City Council for ratification at its next regularly scheduled City Council Meeting. The attached Warrant Register containing checks and electronic funds transfers for the period from May 16, 2025, to May 29, 2025, is being presented for ratification by the City Council. Payments have been reviewed and approved by the appropriate departmental staff. The Finance Director certifies to the accuracy of the attached register and to the availability of monies for payment thereof.

Fiscal Impact:

Ratification of the accompanying Warrant Register includes disbursements totaling \$630,542.72.

Attachments:

1. Warrant Register - June 10, 2025
2. Payables Detail Report - June 10, 2025



City of Laguna Hills, CA

Warrant Register - June 10, 2025

By Check Number

Date Range: 05/16/2025 - 05/29/2025

Check Number	Vendor Number	Vendor Name	Payment Date	Payment Amount
Payment Type: Regular				
5153	A-0389	AAMES LOCK	05/22/2025	493.88
5154	A-0388	ABTECH TECHNOLOGIES, INC.	05/22/2025	19,682.50
5155	A-0138	ALL CITY MANAGEMENT, INC.	05/22/2025	8,934.92
5156	A-0383	ALVARON ENTERTAINMENT & EVENTS, INC.	05/22/2025	3,400.00
5157	A-0360	ARC DOCUMENT SOLUTIONS, LLC	05/22/2025	1,529.78
5158	A-0365	AT&T	05/22/2025	400.07
5159	B-0440	BUCKNAM INFRASTRUCTURE GROUP, INC.	05/22/2025	7,283.61
5160	C-1102	CALIFORNIA BUILDING STANDARDS COMMISSION	05/22/2025	585.90
5161	C-1177	CANON FINANCIAL SERVICES, INC.	05/22/2025	1,486.65
5162	C-1144	CHARLES ABBOTT ASSOCIATES, INC	05/22/2025	43,577.99
5163	C-1075	CITY OF LAGUNA WOODS	05/22/2025	110,930.00
5164	C-0060	COUNTY OF ORANGE PF RD FINANCIAL SERVICES	05/22/2025	5,954.58
5165	C-1122	CROSSTOWN ELECTRICAL AND DATA, INC.	05/22/2025	19,864.15
5166	D-0453	DEPARTMENT OF CONSERVATION	05/22/2025	160.98
5167	D-0423	DIVISION OF THE STATE ARCHITECT STATE OF CALIFORNIA	05/22/2025	42.00
5168	D-0583	DMS FACILITY SERVICES, LLC	05/22/2025	4,517.85
5169	D-0575	DOG WASTE DEPOT	05/22/2025	708.67
5170	E-0554	ECONOMICS, INC.	05/22/2025	16,729.15
5171	E-0504	EL TORO WATER DISTRICT	05/22/2025	2,000.00
5172	E-0600	EWING IRRIGATION PRODUCTS, INC	05/22/2025	316.34
5173	F-0721	FLOCK SAFETY	05/22/2025	112,200.00
5174	G-0821	G2 CONSTRUCTION INC.	05/22/2025	8,424.00
5175	G-0847	GMU GEOTECHNICAL, INC.	05/22/2025	13,809.50
5176	G-0799	GRAHAM COMPANY	05/22/2025	520.00
5177	J-1057	JAMEY CLARK, INC.	05/22/2025	25,116.37
5178	L-1395	LIVING INTERIORS	05/22/2025	242.88
5179	M-1614	MERIDIAN RAPID DEFENSE GROUP RENTALS LLC	05/22/2025	8,296.75
5180	A-0317	MICHAEL ABRAHAM	05/22/2025	4,050.00
5181	N-1464	NEXTECH SYSTEMS, INC.	05/22/2025	4,727.72
5182	N-1495	NICHOLS LOCAL GOVERNMENT CONSULTING, LLC	05/22/2025	3,200.00
5183	O-1613	ONTARIO REFRIGERATION SERVICE, INC.	05/22/2025	36,051.00
5184	R-1806	RJM DESIGN GROUP, INC.	05/22/2025	33,436.65
5185	S-1902	SAN DIEGO GAS AND ELECTRIC	05/22/2025	30,872.65
5186	S-1935	SAN JOAQUIN HILLS TRANSPORT CORRIDOR AGENCY	05/22/2025	7,998.97
5187	S-2331	SKYLINE PEST CONTROL	05/22/2025	360.00
5188	S-2330	SOCALGAS	05/22/2025	213.26
5189	B-0304	THE BEE MAN	05/22/2025	550.00
5190	U-2171	URBAN MARIGOLD LLC	05/22/2025	1,296.49
5191	V-2224	VERIZON WIRELESS	05/22/2025	934.86
5192	W-2451	W.G. ZIMMERMAN ENGINEERING, INC.	05/22/2025	8,034.00
5193	W-2452	WSP USA ENVIRONMENT AND INFRASTRUCTURE INC	05/22/2025	16,316.00
5194	Z-CD-0097	BUILDRITE, INC	05/29/2025	1,448.50
5195	F-0725	FASTSIGNS OF LAKE FOREST	05/29/2025	143.19
5196	S-2314	JOSHUA SWEENEY	05/29/2025	1,649.89
5197	L-1397	LYONS SECURITY SERVICE, INC.	05/29/2025	262.50
5198	M-1388	MOBILE MINI, INC.	05/29/2025	526.48
5199	O-1546	OFFICE SOLUTIONS	05/29/2025	260.63
5200	O-1615	ORANGE COUNTY HAULING	05/29/2025	250.00
5201	P-1614	PLANNING DIRECTORS ASSOCIATION OF OC	05/29/2025	175.00
5202	R-1977	RJ ELECTRIC	05/29/2025	740.00
5203	Z-CD-0512	ROYALTY ROOFING	05/29/2025	840.00
5204	S-2323	SOUTH COAST FAMILY MEDICAL CENTER, INC.	05/29/2025	170.00
5205	Z-CD-0513	TERI PEREA	05/29/2025	600.00

Check Number	Vendor Number	Vendor Name
5206	T-2712	TOTAL SOURCE OFFICEWORKS

Payment Date	Payment Amount
05/29/2025	259.77
Total Regular:	572,576.08

Check Number	Vendor Number	Vendor Name	Payment Date	Payment Amount
Payment Type: Bank Draft				
DFT0003115	H-0966	HIGH LEVEL SECURITY SOLUTIONS, INC.	05/22/2025	7,224.00
DFT0003116	M-1614	MERIDIAN RAPID DEFENSE GROUP RENTALS LLC	05/20/2025	8,296.75
DFT0003123	U-2170	US BANK CORPORATE PAYMENT SYSTEMS	05/20/2025	42,445.89
Total Bank Draft:				57,966.64

Bank Code 1 - General Summary				
	Payable	Payment		
Payment Type	Count	Count	Discount	Payment
Regular Checks	80	54	0.00	572,576.08
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	20	3	0.00	57,966.64
EFT's	0	0	0.00	0.00
	100	57	0.00	630,542.72

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	80	54	0.00	572,576.08
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	20	3	0.00	57,966.64
EFT's	0	0	0.00	0.00
	100	57	0.00	630,542.72

Fund Summary

Fund	Name	Period	Amount
998	Pooled Cash & Investments	5/2025	630,542.72
			630,542.72



City of Laguna Hills, CA

Payables Detail Report

By Fund

Payment Dates 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
Fund: 100 - General Fund					
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	Juuno.co, 5/14/25 - 6/14/25	100-310-626000	5.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	Smart & Final	100-310-695500	39.98
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	Orange County Fire Authority	100-310-695507	617.40
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	OC Parks	100-310-695507	375.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	JC Donut, Inc	100-310-695507	22.49
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	Contemporary Services	100-310-695507	1,054.13
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (0629) 05.06.25	Dunkin'	100-310-695511	60.27
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2811) 05.06.25	76 - APRO LLC	100-225-613100	141.50
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2811) 05.06.25	Intelius	100-225-626000	24.86
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2811) 05.06.25	Intelius	100-225-626000	4.99
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2829) 05.06.25	ChatGPT Subscription, 5/3/25 -	100-155-626000	20.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2829) 05.06.25	Amazon	100-195-621000	140.06
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2837) 05.06.25	Exxon Circle K	100-310-613100	73.18
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2837) 05.06.25	eBay	100-310-645500	145.46
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2837) 05.06.25	Home Depot	100-310-645500	15.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2837) 05.06.25	Tuttle Click Ford	100-310-646100	215.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (2837) 05.06.25	Exxon Circle K	100-310-646100	18.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104, Deposit	100-000-790600	100.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104	100-000-790600	21.53
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104, Refund	100-000-790600	(24.57)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot	100-310-695511	129.13
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Devil Mountain Wholesale Nursery	100-310-695511	2,347.76
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	International Society of Arboriculture	100-355-611000	39.95
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Chevron	100-355-613100	139.74
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Doggie Walk Bags	100-355-622000	1,159.39
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Smartlink	100-355-720700	360.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Siteone Landscape Supply	100-355-720700	1,098.75
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Amazon	100-355-720701	52.66

Payables Detail Report
Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Global Industrial, Picnic Tables	100-355-910000	4,534.11
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3405) 05.06.25	Adolfo's Mexican Food	100-155-622000	29.41
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3405) 05.06.25	ChatGPT, 5/18/25 - 6/18/25	100-155-626000	20.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4243) 05.06.25	Chevron	100-355-613100	83.23
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4243) 05.06.25	Chevron	100-355-646100	354.99
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Tacoman.com	100-155-611001	931.11
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Tacoman.com	100-155-611001	120.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-155-620000	13.29
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-155-620000	10.55
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-155-620000	10.76
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Alicia Cleaners	100-155-622000	84.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	City of Brea Finance, OCCMA	100-155-622000	70.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Balvina's Mexican Kitchen	100-155-622000	214.69
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Smart & Final	100-155-622000	216.85
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Second Reef Deli	100-155-622000	258.03
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Greek Bistro	100-155-622000	304.93
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Smart & Final	100-155-622000	310.81
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	ChatGPT, 5/23/25 - 6/23/25	100-155-626000	20.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	OC Register Digital Access, 4/18/25 - 5/15/25	100-155-626000	364.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Home Depot, Cabinet	100-155-910000	214.42
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-355-622000	123.80
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-355-622000	260.65
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-355-622000	213.98
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (4849) 05.06.25	Amazon	100-355-622000	29.44
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	Microsoft 365, 7/1/25 - 3/25/26	100-000-140000	(990.00)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	Microsoft 365, 7/1/25 - 3/25/26	100-000-140000	11,630.31
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	Greek Bistro	100-155-611001	67.91
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	Microsoft 365, 4/16/25 - 6/30/25	100-195-940000	(254.05)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	Microsoft 365, 4/16/25 - 6/30/25	100-195-940000	3,153.49
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	CEAOC, 5/5/2025	100-355-611000	177.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5166) 05.06.25	Ephonamation.com, Inc., 4/3/25 - 5/28/25	100-355-630000	457.37
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Michaels	100-310-622500	6.98

Payables Detail Report
Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Trader Joe's	100-310-622500	31.18
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Pure Imagination	100-310-695500	436.53
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Hobby Lobby	100-310-695500	11.73
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Michaels	100-310-695500	30.14
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Stater Bros	100-310-695500	37.93
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (5958) 05.06.25	Starbucks	100-310-695500	269.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (6171) 05.06.25	Fairfield Inn & Suites	100-155-612000	1,184.59
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (6615) 05.06.25	Ralphs	100-155-611001	58.95
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (6615) 05.06.25	Ralphs	100-310-622005	42.48
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (6976) 05.06.25	Radius Maps, USE-0147-2023	100-000-223000	537.05
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot, CIP #104	100-000-790600	129.04
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Signarama, CIP #104	100-000-790600	650.04
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot, CIP #505	100-000-790600	63.42
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Shell	100-355-613100	151.59
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Shell	100-355-646100	8.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot	100-355-720401	831.56
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot	100-355-720401	7.73
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7941) 05.06.25	Home Depot	100-155-620000	20.66
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7941) 05.06.25	Home Depot	100-420-622000	18.26
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Flowcode Pro, 7/1/25 - 4/22/26	100-000-140000	250.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Vizual Symphony, 5/1/25 - 5/31/25	100-195-720050	1,040.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Flowcode Pro, 4/22/25 - 6/30/25	100-195-940000	31.27
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Exxon Circle K	100-310-613100	44.24
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Exxon Circle K	100-310-613100	53.82
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Exxon Circle K	100-310-613100	61.81
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Exxon Circle K	100-310-613100	69.69
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Amazon	100-310-620500	80.80
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Amazon	100-310-622005	24.77
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8097) 05.06.25	Angels Flight Development Company LLC	100-310-695505	3.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Amazon	100-420-622000	13.46
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	In-n-Out	100-420-622000	273.15
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Michaels	100-420-622000	31.99

Payables Detail Report
Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Amazon	100-420-622000	62.28
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Target	100-420-622000	153.46
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	CVS	100-420-622000	81.85
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Walmart	100-420-622000	95.25
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Amazon	100-420-622000	83.69
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Amazon	100-420-626000	16.15
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Toll Roads of OC	100-420-646100	3.16
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Toll Roads of OC	100-420-646100	3.88
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	www.MADD.org	100-420-695000	110.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Smart & Final	100-420-695000	83.56
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Chick-fil-A	100-420-695000	229.10
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	OC Wine Mart & Deli	100-420-695000	209.95
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Ralphs	100-420-695000	28.28
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	The Pizza Store	100-420-695000	78.51
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8151) 05.06.25	Board & Brew	100-420-695000	215.50
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Cox, Traffic Signal, 4/7/25 - 5/6/25	100-195-630000	84.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Cox, Cable City Hall, 4/10/25 - 5/9/25	100-195-630000	361.73
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Cox, T-1 Line Comm Ctr, 4/17/25 - 5/16/25	100-195-630000	584.27
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Cox, WiFi Comm Ctr, 3/28/25 - 4/27/25	100-195-630000	654.77
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Cox, T-1 City Hall, 4/5/25 - 5/4/25	100-195-630000	845.31
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Cox, WiFi City Hall, 4/19/25 - 5/18/25	100-195-630000	182.62
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	Open-Xchange Inc	100-195-720050	42.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (8740) 05.06.25	GoDaddy, Tyler SSL Renewals	100-195-720050	299.97
05/20/2025	MERIDIAN RAPID DEFENSE GROUP RENTALS LLC	INV-R-5858	Barrier Rental, 1/2 Marathon, 50% Deposit	100-310-695507	8,296.75
05/22/2025	AT&T	000023434623	Traffic Signal, 4/6/25 - 5/5/25	100-356-630000	31.91
05/22/2025	AT&T	000023440200	Alarm, Com Ctr & City Hall Lines, 4/7/25 - 5/6/25	100-195-630000	212.23
05/22/2025	AT&T	000023440200	Alarm, Com Ctr & City Hall Lines, 4/7/25 - 5/6/25	100-310-630100	155.93
05/22/2025	DEPARTMENT OF CONSERVATION	033125	Remittance, SMIP Fees, Jan-Mar '25	100-000-221001	111.98
05/22/2025	DEPARTMENT OF CONSERVATION	033125	Remittance, SMIP Fees, Jan-Mar '25	100-000-221002	49.00
05/22/2025	SAN JOAQUIN HILLS TRANSPORT CORRIDOR AGENCY	033125	Remit, Transportation Corridor Fees, Jan-Mar '25	100-000-221006	7,998.97
05/22/2025	CALIFORNIA BUILDING STANDARDS COMMISSION	033125	Building Standard Fund, Jan-Mar '25	100-000-221011	651.00
05/22/2025	DIVISION OF THE STATE ARCHITECT	033125	Disability Access Fees, Jan-Mar '25	100-000-221012	420.00
05/22/2025	STATE OF CALIFORNIA CALIFORNIA BUILDING STANDARDS COMMISSION	033125	Building Standard Fund, Jan-Mar '25	100-000-442000	(65.10)

Payables Detail Report
Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
05/22/2025	COUNTY OF ORANGE PF RD	033125 - #RF25-00030	Remittance, CARITS, Moulton Fees, Jan-Mar '25	100-000-221003	1,518.94
05/22/2025	COUNTY OF ORANGE PF RD	033125 - #RF25-00030	Remittance, CARITS, Moulton Fees, Jan-Mar '25	100-000-221004	4,435.64
05/22/2025	G2 CONSTRUCTION INC.	042425	Wedge Curb Removal & Replacement, May '25	100-356-720400	8,424.00
05/22/2025	SAN DIEGO GAS AND ELECTRIC	051525	Utilities - Electric, 3/11/25 - 4/30/25	100-310-631100	10,888.16
05/22/2025	SAN DIEGO GAS AND ELECTRIC	051525	Utilities - Electric, 3/11/25 - 4/30/25	100-355-631000	5,479.06
05/22/2025	SAN DIEGO GAS AND ELECTRIC	051525	Utilities - Electric, 3/11/25 - 4/30/25	100-356-631400	13,767.20
05/22/2025	SAN DIEGO GAS AND ELECTRIC	051525	Utilities - Electric, 4/1/25 - 4/30/25	100-356-631900	738.23
05/22/2025	SOCALGAS	051925	Utilities - Gas, Comm Ctr, 4/16/25 - 5/15/25	100-310-632500	213.26
05/22/2025	EL TORO WATER DISTRICT	052125	Deposit, Construction Meter, May '25	100-000-145000	2,000.00
05/22/2025	ALL CITY MANAGEMENT, INC.	101057	Crossing Guard Services, 4/27/25 - 5/10/25	100-420-720822	8,934.92
05/22/2025	URBAN MARIGOLD LLC	1012	Mother's Day Workshop, May '25	100-310-695500	1,296.49
05/22/2025	ARC DOCUMENT SOLUTIONS, LLC	12806191	Printing Services, Public Works, May '25	100-355-623000	637.88
05/22/2025	ARC DOCUMENT SOLUTIONS, LLC	12808863	Printing Services, Public Works, May '25	100-355-623000	172.08
05/22/2025	ARC DOCUMENT SOLUTIONS, LLC	12809886	Printing Services, Public Works, May '25	100-355-623000	719.82
05/22/2025	THE BEE MAN	134094	Bee Removal, Apr '25	100-355-720701	355.00
05/22/2025	THE BEE MAN	134274	Bee Removal, May '25	100-355-720701	195.00
05/22/2025	ALVARON ENTERTAINMENT & EVENTS, INC.	2025-008	Marathon DJ, May '25	100-310-695507	3,400.00
05/22/2025	NICHOLS LOCAL GOVERNMENT CONSULTING, LLC	2025-9830403-01	State Mandated Cost Consulting Services, FY 24/25	100-155-700050	3,200.00
05/22/2025	W.G. ZIMMERMAN ENGINEERING,	25-04-743	On-Call Engineer Services, Apr '25	100-355-700100	4,612.50
05/22/2025	MICHAEL ABRAHAM	25101	CRIS Fees v2 Calculator, Apr '25	100-195-700090	4,050.00
05/22/2025	EWING IRRIGATION PRODUCTS, INC	25732726	Rooted Campaign, Apr '25	100-310-695511	316.34
05/22/2025	SKYLINE PEST CONTROL	346080	Pest and Rodent Control, May '25	100-310-645500	360.00
05/22/2025	BUCKNAM INFRASTRUCTURE GROUP, INC.	361-04.02	City Engineer Services, Apr '25	100-355-700250	7,283.61
05/22/2025	WSP USA ENVIRONMENT AND INFRASTRUCTURE INC	40195740	Professional Services, NPDES Support, Apr '25	100-355-700000	16,316.00
05/22/2025	CANON FINANCIAL SERVICES, INC.	40529864	Paperdeck Attachment 2XD05811A, 5/1/25 - 5/31/25	100-195-641200	36.56
05/22/2025	CANON FINANCIAL SERVICES, INC.	40532093	Lease & Usage 2XD05688 2XD05811, 4/1/25 - 4/30/25	100-195-641200	434.17
05/22/2025	CANON FINANCIAL SERVICES, INC.	40532093	Lease & Usage 2XD05688 2XD05811, 5/1/25 - 5/31/25	100-195-641200	596.94
05/22/2025	CANON FINANCIAL SERVICES, INC.	40533113	Lease & Usage 2XK05658, 5/1/25 - 5/31/25	100-195-641200	303.86
05/22/2025	CANON FINANCIAL SERVICES, INC.	40533113	Lease & Usage 2XK05658, 4/1/25 - 4/30/25	100-195-641200	115.12
05/22/2025	GRAHAM COMPANY	40851	Emergency Battery System Maintenance, May '25	100-310-645500	520.00
05/22/2025	ABTECH TECHNOLOGIES, INC.	501064S-IN	Workstation Refresh Project, Mar '25	100-195-700090	4,175.00
05/22/2025	ABTECH TECHNOLOGIES, INC.	503017S-IN	Microsoft 365 Migration Project, May '25	100-195-700090	15,507.50
05/22/2025	CROSSTOWN ELECTRICAL AND DATA, INC.	5603 - 5664	Traffic Signal Maintenance, Apr '25	100-356-720420	19,864.15
05/22/2025	HIGH LEVEL SECURITY SOLUTIONS, INC.	5933	Private Security Patrol, 5/5/25 - 5/18/25	100-420-720850	7,224.00
05/22/2025	VERIZON WIRELESS	6111938225	Communications Expense, 3/26/25 - 4/25/25	100-195-630000	934.86
05/22/2025	GMU GEOTECHNICAL, INC.	67697	Material Testing Svcs, CIP #104, 2/1/25 - 2/28/25	100-000-790600	13,809.50
05/22/2025	CHARLES ABBOTT ASSOCIATES, INC	68837	Road Maintenance, Apr '25	100-356-720400	41,551.92
05/22/2025	CHARLES ABBOTT ASSOCIATES, INC	68837 - A (CIP 104 Projec	Barricades & Signs, CIP #104, Apr '25	100-000-790600	2,026.07
05/22/2025	DOG WASTE DEPOT	762585	Operating Supplies, Apr '25	100-355-622000	708.67
05/22/2025	JAMEY CLARK, INC.	76262	Play Equipment Repairs, Apr '25	100-355-720701	18,275.00

Payables Detail Report
Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
05/22/2025	JAMEY CLARK, INC.	76281	Park Repairs, Public Works, Apr '25	100-355-720701	336.26
05/22/2025	JAMEY CLARK, INC.	76282	Park Repairs, Public Works, Apr '25	100-355-720701	238.75
05/22/2025	JAMEY CLARK, INC.	76313	Park Repairs, Public Works, Apr '25	100-355-720701	1,487.36
05/22/2025	JAMEY CLARK, INC.	76325	Graffiti Removal, Public Works, Apr	100-355-720500	585.00
05/22/2025	JAMEY CLARK, INC.	76326	Janitorial Services, Apr '25	100-310-721505	3,450.00
05/22/2025	JAMEY CLARK, INC.	76344	Graffiti Removal, Public Works, May '25	100-355-720500	744.00
05/22/2025	AAMES LOCK	90466	Lock Face Plate, May '25	100-310-645500	493.88
05/22/2025	ONTARIO REFRIGERATION SERVICE, INC.	C11645	Integrate Router to HVAC, Suite 205, CIP #505	100-000-790600	12,931.00
05/22/2025	ONTARIO REFRIGERATION SERVICE, INC.	CMJ25001-01	New HVAC Unit, Suite 100, CIP #505, Apr '25	100-000-790600	23,120.00
05/22/2025	NEXTECH SYSTEMS, INC.	INV3320	LED No Right Turn Symbolic Sign, May '25	100-356-720420	4,727.72
05/22/2025	FLOCK SAFETY	INV-64688	Cameras & Data Retention, 7/1/25 - 5/13/26	100-000-140000	98,175.00
05/22/2025	FLOCK SAFETY	INV-64688	Cameras & Data Retention, 5/14/25 - 6/30/25	100-420-720000	14,025.00
05/22/2025	MERIDIAN RAPID DEFENSE GROUP RENTALS LLC	INV-R-5858 (2)	Barrier Rental, 1/2 Marathon, Final	100-310-695507	8,296.75
05/22/2025	DMS FACILITY SERVICES, LLC	STL-002642	Landscape Services, Apr '25	100-355-720700	179.51
05/22/2025	DMS FACILITY SERVICES, LLC	STL-002646	Landscape Services, Apr '25	100-355-720700	180.71
05/22/2025	DMS FACILITY SERVICES, LLC	STL-002648	Landscape Services, Apr '25	100-355-720700	279.91
05/22/2025	DMS FACILITY SERVICES, LLC	STL-002652	Landscape Services, Apr '25	100-355-720700	182.20
05/22/2025	DMS FACILITY SERVICES, LLC	STL-002656	Landscape Services, Apr '25	100-355-720700	3,330.00
05/22/2025	DMS FACILITY SERVICES, LLC	STL-002657	Landscape Services, Apr '25	100-355-720700	365.52
05/22/2025	LIVING INTERIORS	T88592	Interior Plantscape Services, Jun '25	100-310-645500	242.88
05/29/2025	ORANGE COUNTY HAULING	0003340	Junk Removal, 5/21/25	100-225-700000	250.00
05/29/2025	JOSHUA SWEENEY	052225	Travel Reimbursement, SCAG Palm Desert	100-155-612000	1,649.89
05/29/2025	PLANNING DIRECTORS ASSOCIATION OF OC	052825	Membership Dues, FY 25/26	100-000-140000	175.00
05/29/2025	FASTSIGNS OF LAKE FOREST	2016-20983	Shredding Event Signs, May '25	100-310-624500	143.19
05/29/2025	SOUTH COAST FAMILY MEDICAL CENTER, INC.	2700	Recruitment, May '25	100-195-617000	170.00
05/29/2025	LYONS SECURITY SERVICE, INC.	38878	Event Security, Permit #3906, 6/7/25	100-310-690501	262.50
05/29/2025	TOTAL SOURCE OFFICEWORKS	39082	Operating Supplies, Com Dev, May	100-225-622000	55.95
05/29/2025	TOTAL SOURCE OFFICEWORKS	39130	Operating Supplies, May '25	100-195-622000	95.27
05/29/2025	TOTAL SOURCE OFFICEWORKS	39131	Office Supplies, May '25	100-155-620000	108.55
05/29/2025	RJ ELECTRIC	63873	Electric Repairs, Heritage Room & Gazebo, May '25	100-310-645500	740.00
05/29/2025	MOBILE MINI, INC.	9023678352	Storage Rental, Community Center, 5/7/25-6/3/25	100-310-641000	225.71
05/29/2025	MOBILE MINI, INC.	9023716068	Storage Rental, Community Center, 5/13/25-6/9/25	100-310-641000	82.97
05/29/2025	MOBILE MINI, INC.	9023724978	Storage Rental, Community Center, 5/14/25-6/10/25	100-310-641000	217.80
05/29/2025	BUILDRITE, INC	BLDC-0012-2025	BLDC-0012-2025, C&D Refund, REC-014485-2025	100-000-227001	1,448.50
05/29/2025	ROYALTY ROOFING	BLDR-0127-2025	BLDR-0127-2025, C&D Refund, REC-014753-2025	100-000-227001	840.00
05/29/2025	TERI PEREA	BLDR-0343-2024	BLDR-0343-2024, C&D Refund, REC-013645-2024	100-000-227001	600.00
05/29/2025	OFFICE SOLUTIONS	I-02315806	Operating Supplies, May '25	100-195-622000	260.63
Fund 100 - General Fund Total:					466,403.42
Fund: 301 - CARITS Road Fee Program Fund					
05/22/2025	W.G. ZIMMERMAN ENGINEERING,	25-04-742	Engineer Services, CIP #168, Apr '25	301-000-790600	3,421.50
Fund 301 - CARITS Road Fee Program Fund Total:					3,421.50
Fund: 306 - Waste & Recycling Fee Fund					
05/22/2025	ECONOMICS, INC.	2024.10	Professional Services, Recycling Program, Apr '25	306-355-700000	3,375.84
Fund 306 - Waste & Recycling Fee Fund Total:					3,375.84

Payables Detail Report
Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
Fund: 309 - SB 1383 Grant Fund					
05/22/2025	ECONOMICS, INC.	2024.10	CalRecycle Support, Apr '25	309-355-700000	13,353.31
Fund 309 - SB 1383 Grant Fund Total:					13,353.31
Fund: 311 - Quimby Act Park In-Lieu Fee (VALH) Fund					
05/22/2025	RJM DESIGN GROUP, INC.	37071	Cabot Park Rehabilitation, CIP #241, Apr '25	311-000-790600	12,471.73
05/22/2025	RJM DESIGN GROUP, INC.	37072	Veeh Ranch & San Remo Rehab, CIP #241, Apr '25	311-000-790600	20,964.92
Fund 311 - Quimby Act Park In-Lieu Fee (VALH) Fund Total:					33,436.65
Fund: 312 - CASp Fee Fund					
05/22/2025	DIVISION OF THE STATE ARCHITECT STATE OF CALIFORNIA	033125	Disability Access Fees, Jan-Mar '25	312-000-442000	(378.00)
Fund 312 - CASp Fee Fund Total:					(378.00)
Fund: 456 - Storm Drain / Slope Repair Reserve Fund					
05/22/2025	CITY OF LAGUNA WOODS	80	Cost Share, Ridge Route Drainage Repair, CIP #403	456-000-790600	110,930.00
Fund 456 - Storm Drain / Slope Repair Reserve Fund Total:					110,930.00
Fund: 600 - Capital Improvement Projects Fund					
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104, Refund	600-000-490100	24.57
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104, Deposit	600-000-490100	(100.00)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104	600-000-490100	(21.53)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104, Deposit	600-251-950104	100.00
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104, Refund	600-251-950104	(24.57)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (3165) 05.06.25	Home Depot, CIP #104	600-251-950104	21.53
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot, CIP #104	600-000-490100	(129.04)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Signarama, CIP #104	600-000-490100	(650.04)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot, CIP #505	600-000-490100	(63.42)
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot, CIP #104	600-251-950104	129.04
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Signarama, CIP #104	600-251-950104	650.04
05/20/2025	US BANK CORPORATE PAYMENT SYSTEMS	CalCard (7241) 05.06.25	Home Depot, CIP #505	600-255-950505	63.42
05/22/2025	W.G. ZIMMERMAN ENGINEERING,	25-04-742	Engineer Services, CIP #168, Apr '25	600-000-490301	(3,421.50)
05/22/2025	W.G. ZIMMERMAN ENGINEERING,	25-04-742	Engineer Services, CIP #168, Apr '25	600-251-950168	3,421.50
05/22/2025	RJM DESIGN GROUP, INC.	37071	Cabot Park Rehabilitation, CIP #241, Apr '25	600-000-490311	(12,471.73)
05/22/2025	RJM DESIGN GROUP, INC.	37071	Cabot Park Rehabilitation, CIP #241, Apr '25	600-252-950241	12,471.73
05/22/2025	RJM DESIGN GROUP, INC.	37072	Veeh Ranch & San Remo Rehab, CIP #241, Apr '25	600-000-490311	(20,964.92)
05/22/2025	RJM DESIGN GROUP, INC.	37072	Veeh Ranch & San Remo Rehab, CIP #241, Apr '25	600-252-950241	20,964.92
05/22/2025	GMU GEOTECHNICAL, INC.	67697	Material Testing Svcs, CIP #104, 2/1/25 - 2/28/25	600-000-490100	(13,809.50)
05/22/2025	GMU GEOTECHNICAL, INC.	67697	Material Testing Svcs, CIP #104, 2/1/25 - 2/28/25	600-251-950104	13,809.50
05/22/2025	CHARLES ABBOTT ASSOCIATES, INC	68837 - A (CIP 104 Projec	Barricades & Signs, CIP #104, Apr '25	600-000-490100	(2,026.07)
05/22/2025	CHARLES ABBOTT ASSOCIATES, INC	68837 - A (CIP 104 Projec	Barricades & Signs, CIP #104, Apr '25	600-251-950104	2,026.07
05/22/2025	CITY OF LAGUNA WOODS	80	Cost Share, Ridge Route Drainage Repair, CIP #403	600-000-490456	(110,930.00)
05/22/2025	CITY OF LAGUNA WOODS	80	Cost Share, Ridge Route Drainage Repair, CIP #403	600-254-950403	110,930.00

Payables Detail Report

Payment Dates: 05/16/2025 - 05/29/2025

Payment Date	Vendor Name	Payable Number	Description (Item)	Account Number	Amount
05/22/2025	ONTARIO REFRIGERATION SERVICE, INC.	C11645	Integrate Router to HVAC, Suite 205, CIP #505	600-000-490100	(12,931.00)
05/22/2025	ONTARIO REFRIGERATION SERVICE, INC.	C11645	Integrate Router to HVAC, Suite 205, CIP #505	600-255-950505	12,931.00
05/22/2025	ONTARIO REFRIGERATION SERVICE, INC.	CMJ25001-01	New HVAC Unit, Suite 100, CIP #505, Apr '25	600-000-490100	(23,120.00)
05/22/2025	ONTARIO REFRIGERATION SERVICE, INC.	CMJ25001-01	New HVAC Unit, Suite 100, CIP #505, Apr '25	600-255-950505	23,120.00
Fund 600 - Capital Improvement Projects Fund Total:					-
Grand Total:					630,542.72

Report Summary**Fund Summary**

Fund	Payment Amount
100 - General Fund	466,403.42
301 - CARITS Road Fee Program Fund	3,421.50
306 - Waste & Recycling Fee Fund	3,375.84
309 - SB 1383 Grant Fund	13,353.31
311 - Quimby Act Park In-Lieu Fee (VALH) Fund	33,436.65
312 - CASp Fee Fund	(378.00)
456 - Storm Drain / Slope Repair Reserve Fund	110,930.00
600 - Capital Improvement Projects Fund	-
Grand Total:	630,542.72

Account Summary

Account Number	Account Name	Payment Amount
100-000-140000	Prepaid Items	109,240.31
100-000-145000	Deposits	2,000.00
100-000-221001	SMIP - Residential	111.98
100-000-221002	SMIP - Commercial	49.00
100-000-221003	Moulton Fees	1,518.94
100-000-221004	CARITS Road Fees	4,435.64
100-000-221006	SJHTC B Fees	7,998.97
100-000-221011	Building Standards Fee	651.00
100-000-221012	SB1186 ADA CASp Fees	420.00
100-000-223000	Plan Application Deposit	537.05
100-000-227001	Security Deposit - Waste	2,888.50
100-000-442000	Building Related Permits	(65.10)
100-000-790600	Transfers Out to Capital	52,826.03
100-155-611001	Staff Development & Team	1,177.97
100-155-612000	Travel, Conferences & Meetings	2,834.48
100-155-620000	Office Supplies	163.81
100-155-622000	Operating Supplies	1,488.72
100-155-626000	Subscriptions & Books	424.00
100-155-700050	Professional Services - Financial	3,200.00
100-155-910000	Furniture & Equipment	214.42
100-195-617000	Recruitment	170.00
100-195-621000	Computer Supplies	140.06
100-195-622000	Operating Supplies	355.90
100-195-630000	Telephone & Communications	3,859.79
100-195-641200	Copier Leases	1,486.65
100-195-700090	Computer Consulting Services	23,732.50
100-195-720050	Contract Services - Software	1,381.97
100-195-940000	Computer Hardware & Software	2,930.71
100-225-613100	Vehicle Fuel	141.50
100-225-622000	Operating Supplies	55.95
100-225-626000	Subscriptions & Books	29.85
100-225-700000	Professional Services - Building &	250.00
100-310-613100	Vehicle Fuel	302.74
100-310-620500	Office Supplies - Community	80.80
100-310-622005	Operating Supplies - Community	67.25
100-310-622500	Supplies - Program Services	38.16
100-310-624500	Advertising - Program Services	143.19
100-310-626000	Subscriptions & Books	5.00
100-310-630100	Telephone & Communications -	155.93
100-310-631100	Utilities - Electric (Community	10,888.16
100-310-632500	Utilities - Gas (Community	213.26
100-310-641000	Equipment Rentals & Leases	526.48
100-310-645500	Facility Maintenance & Repairs	2,517.22
100-310-646100	Vehicle Maintenance & Repairs	233.00
100-310-690501	Facility Rentals -	262.50

Account Summary

Account Number	Account Name	Payment Amount
100-310-695500	Special Events - Program Services	2,121.80
100-310-695505	Cultural Excursions	3.00
100-310-695507	Marathon 5k	22,062.52
100-310-695511	Rooted Volunteer Campaign	2,853.50
100-310-721505	Contract Services - Janitorial &	3,450.00
100-355-611000	Training & Education	216.95
100-355-613100	Vehicle Fuel	374.56
100-355-622000	Operating Supplies	2,495.93
100-355-623000	Printing	1,529.78
100-355-630000	Telephone & Communications	457.37
100-355-631000	Utilities - Electric	5,479.06
100-355-646100	Vehicle Maintenance & Repairs	362.99
100-355-700000	Professional Services	16,316.00
100-355-700100	City Engineer Services	4,612.50
100-355-700250	On-Call Engineer Services	7,283.61
100-355-720401	Other Public Works Maintenance	839.29
100-355-720500	Graffiti Removal	1,329.00
100-355-720700	Landscape Maintenance	5,976.60
100-355-720701	Parks Contract Repair	20,940.03
100-355-910000	Furniture & Equipment	4,534.11
100-356-630000	MOE - Telephone &	31.91
100-356-631400	MOE - Electric (Streetlights &	13,767.20
100-356-631900	MOE - Electric (On-Bill Financing)	738.23
100-356-720400	MOE - Street Maintenance	49,975.92
100-356-720420	MOE - Traffic Signal Maintenance	24,591.87
100-420-622000	Operating Supplies	813.39
100-420-626000	Subscriptions & Books	16.15
100-420-646100	Vehicle Maintenance & Repairs	7.04
100-420-695000	Community Assistance & Public	954.90
100-420-720000	Contract Services	14,025.00
100-420-720822	Crossing Guard Services	8,934.92
100-420-720850	Private Security Patrol	7,224.00
301-000-790600	Transfers Out to Capital	3,421.50
306-355-700000	Professional Services	3,375.84
309-355-700000	Professional Services	13,353.31
311-000-790600	Transfers Out to Capital	33,436.65
312-000-442000	Building Related Permits	(378.00)
456-000-790600	Transfers Out to Capital	110,930.00
600-000-490100	Transfers In from General Fund	(52,826.03)
600-000-490301	Transfers In from CARITS Road	(3,421.50)
600-000-490311	Transfers In from Quimby Act	(33,436.65)
600-000-490456	Transfers In from Storm Drains /	(110,930.00)
600-251-950104	Paseo De Valencia Pavement	16,711.61
600-251-950168	Traffic Signal Improvements	3,421.50
600-252-950241	General Park Renovations	33,436.65
600-254-950403	Storm Drains / Slope Repairs	110,930.00
600-255-950505	Civic Center Improvements	36,114.42
Grand Total:		630,542.72

Project Account Summary

Project Account Key	Payment Amount
None	630,542.72
Grand Total:	630,542.72



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Jennifer Lee, City Clerk
Issue: Second Reading and Adoption of Introduced Ordinance Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive

Recommendation: That the City Council adopt an Ordinance entitled: "An Ordinance of the City Council of the City of Laguna Hills, California, Amending Section 11-20.010 of the Laguna Hills Municipal Code Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive."

Background:

The Ordinance, introduced at the May 27, 2025, regular meeting, will amend Section 11-20.010 (Speed Limits Established) to Chapter 11-20 (Speed Limits) of Title 11 (Vehicles and Traffic) of the Laguna Hills Municipal Code to establish a speed limit of 30 mph for Del Lago Drive between Lake Forest Drive and La Cadena Drive.

Fiscal Impact:

The cost of installing the speed limit signs on Del Lago Drive is expected to cost less than \$1,000. There is sufficient funding available in the Public Works operating budget (Fund No. 100-355-720401).

Attachments:

1. Proposed Ordinance
2. May 27, 2025, Ordinance Introduction Staff Report Including Attachments

ORDINANCE NO. 2025-X

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING SECTION 11-20.010 OF THE LAGUNA HILLS MUNICIPAL CODE ESTABLISHING A SPEED LIMIT OF 30 MPH FOR DEL LAGO DRIVE BETWEEN LAKE FOREST DRIVE AND LA CADENA DRIVE

THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES HEREBY FIND AND DETERMINE AS FOLLOWS:

WHEREAS, Del Lago Drive between Lake Forest Drive and La Cadena is a 4-lane roadway and for a distance of 300 feet has more than 50% of the contiguous property fronting thereon occupied by buildings in use for business; and

WHEREAS, Del Lago Drive between Lake Forest Drive and La Cadena meets the definition of a “business district” in Section 235 of the California Vehicle Code; and

WHEREAS, Section 22352 of the California Vehicle Code establishes that the “prime facia” speed limit of 25 MPH may be enforced in a “business district;” and

WHEREAS, Del Lago Drive between Lake Forest Drive and La Cadena being part of a “business district” does not require a speed limit posting of 25 MPH; and

WHEREAS, after receiving a complaint about the lack of speed limit signs on Del Lago Drive, El Pacifico Drive, Peralta Drive, and Plaza Point Drive entering the North Laguna Hills commercial/industrial district, the City engaged the traffic engineering firm of Hartzog & Crabill, Inc. (“H&C”) to review the issue; and

WHEREAS, H&C reviewed the issue and recommended an Engineering and Traffic Survey for Speed Limits report be prepared in compliance with Section 40802 of the California Vehicle Code for the segment of Del Lago Drive between Lake Forest Drive and La Cadena; and

WHEREAS, H&C prepared an Engineering and Traffic Survey for Speed Limits recommending the segment of Del Lago Drive between Lake Forest Drive and La Cadena have a speed limit of thirty (30) miles per hour; and

WHEREAS, the Traffic Commission reviewed the Engineering and Traffic Survey for Speed Limits and recommended the City Council adopt an ordinance establishing a speed limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive, and the posting of 25 MPH speed limit signs on El Pacifico, Peralta Drive, and Plaza Pointe Drive at the entry points to the North Laguna Hills commercial/industrial area; and

WHEREAS, the 25 MPH speed limits for El Pacifico Drive, Peralta Drive, Plaza Pointe Drive are already established by California Vehicle Code Section 22352 and do not require an ordinance to post these signs.

THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA,
DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council of the City of Laguna Hills hereby finds, determines, and declares as follows:

A. California Vehicle Code Section 40803(b) provides, in pertinent part, as follows:

“In any prosecution under this Code of a charge involving the speed of a vehicle where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects the prosecution shall establish, as part of its prima-facie case, that evidence or testimony presented is not based upon a speed trap as defined in subdivision (b) of Section 40802.”

B. Pursuant to California Vehicle Code Section 40802 vehicle speed limit enforcement involving the use of radar or other electronic device is permissible and does not constitute a “speed trap” where the prima facie speed limit is justified by an engineering and traffic survey conducted within five to seven years prior to the date of the alleged violation.

C. The City desires to continue to use radar and other electronic devices to measure the speed of moving objects to protect the lives and property of motorists traveling on City streets and to improve the enforcement of speed limits within the City of Laguna Hills.

D. The City has caused an Engineering and Traffic Survey for Speed Limits to be prepared in compliance with California Vehicle Code § 40802 establishing and justifying prima-facie speed limits on certain City streets within the City of Laguna Hills, which is incorporated herein by reference.

E. Amendments to Laguna Hills Municipal Code Section 11-20.010 (Speed Limits) are necessary to ensure continued enforcement of vehicle speed limits in accordance with the California Vehicle Code.

F. The amendments are also necessary to protect the general health, safety, or general welfare of the community as a whole through the establishment and maintenance of speed limits on certain streets within the City of Laguna Hills.

SECTION 2. Section 11-20.010 (Speed Limits Established) of Chapter 11 (Speed Limits) of Title 11 (Vehicles and Traffic) of the Laguna Hills Municipal Code is hereby amended to include the establishment of the following speed limit for the roadway segment on Del Lago Drive as follows:

Del Lago Drive Lake Forest Drive to La Cadena Drive 30

SECTION 3. The City Council of the City of Laguna Hills hereby finds and determines that this Ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to the Class 1, Existing Facilities exemption. (14 Cal. Code Regs. § 15301). This exemption applies to the operation of public facilities, including streets and highways, that involve no or negligible expansion of such facilities. In this case, the City is merely adjusting the speed limit on existing streets within the City. The City is not contemplating any actual physical improvements to widen or otherwise increase the capacity of these facilities.

SECTION 4. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 5. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted at the duly designated posting places within the City and published once within fifteen days after passage and adoption as may be required by law; or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and a certified copy of the text of this Ordinance shall be posted in the Office of the City Clerk five days prior to the date of adoption of this Ordinance; and, within fifteen days after adoption, the City Clerk shall cause to be published, the aforementioned summary and shall post a certified copy of this Ordinance, together with the vote for and against the same, in the Office of the City Clerk.

PASSED, APPROVED, AND ADOPTED this 10th day of June 2025

JOSHUA SWEENEY, MAYOR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing Ordinance No. 2025-X was duly introduced and
placed upon its first reading at a Regular Meeting of the City Council on the 27th day of
May 2025, and that thereafter, said Ordinance was duly adopted and passed at a Regular
Meeting of the City Council held on the 10th day of June 2025, by the following vote, to
wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK

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

AFFIDAVIT OF POSTING
AND PUBLICATION

JENNIFER LEE, being first duly sworn, deposes and says:

That she is the duly appointed and qualified City Clerk of the City of Laguna Hills;

That in compliance with State Laws of the State of California, ORDINANCE NO. 2025-X, being:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING SECTION 11-20.010 OF THE LAGUNA HILLS MUNICIPAL CODE ESTABLISHING A SPEED LIMIT OF 30 MPH FOR DEL LAGO DRIVE BETWEEN LAKE FOREST DRIVE AND LA CADENA DRIVE

on the 5th day of June 2025, and on the X day of June 2025, was published in summary in the Saddleback Valley News; and was, in compliance with City Resolution No. 2004-05-25-2, by the 29th day of May 2025, and the X day of June 2025, caused to be posted in three places in the City of Laguna Hills, to wit:

Laguna Hills City Hall
Laguna Hills Community Center
La Paz Center

JENNIFER LEE, CITY CLERK
Laguna Hills, California



City of Laguna Hills City Council / Planning Agency Staff Report

Date: May 27, 2025
To: Mayor and Council Members
From: Joe Ames, Assistant City Manager
Issue: First Reading and Introduction of an Ordinance Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive

Recommendation: That the City Council:

1. Receive staff presentation and report; and
 2. Introduce for first reading, read by title only, and waive further reading of an Ordinance entitled: "An Ordinance of the City Council of the City of Laguna Hills, California, Amending Section 11-20.010 of the Laguna Hills Municipal Code Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive."
-

Background:

A representative of a business owner in the North Laguna Hills commercial/industrial area requested that speed limit signs be posted on every street in the area due to motorists potentially speeding on these streets and being unaware of CVC Section 22352, which sets the prima facie speed limit of 25 MPH on streets within business and residential areas. See attached map.

City staff contacted its traffic engineering consultant, Hartzog & Crabill, Inc. (HCI), to provide an evaluation and analysis regarding posting of 25 MPH speed limits on public streets within the industrial/commercial area (hereinafter "business district area").

The four (4) entry points to this business district area and the ten (10) roadways within

this business district area are as follows:

1. Alcalde Drive
2. Del Lago Drive (entry point)
3. El Pacifico Drive (entry point)
4. La Cadena Drive
5. Peralta Drive (entry point)
6. Plaza Pointe Drive (entry point)
7. South Pointe Drive
8. Terra Drive
9. Verdugo Drive
10. Vista Grande

The above roadways meet the definition of a “business district” per California Vehicle Code Section 235 because they have “property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied.”

Below is an excerpt from page 13 of the California Department of Transportation *California Manual for Setting Speed Limits*, Revised February 2020, explaining ‘prima facie’ speed limits:

“Prima Facie Speed Limits by Statute:

CVC Section 22352 sets the prima facie speed limits in California. The term “prima facie”, as used in the CVC, is a speed limit that applies when no other specific speed limit is posted. It is a Latin term meaning “at first face” or “at first appearance”. It sets two speed limits covering six classes of location. The first speed limit is 15 mph; and it is applicable to uncontrolled railway crossings; blind, uncontrolled intersections; and alleyways. The second speed limit is 25 mph; and it is applicable to business and residential areas without other posted speed limits; school zones, and areas immediately around senior centers.”

Per the above excerpt, because roadways within the business district are not posted with any other specific speed limit signs, the prima facie speed limit of 25 MPH is applicable to these roadways. As such, speed limit sign postings are not required.

However, as a first step in a speed limit review, HCI prepared the attached 5-Year Statewide Integrated Traffic Records System (SWITRS) data to show collisions reported on any of the above business district roadways. During the past five (5) years there have

been only two (2) collisions categorized as ‘Unsafe Speed’ reported on any of these (10) roadways. Both of these collisions occurred along La Cadena Drive. One of the collisions occurred very close to the intersection with Del Lago Drive (entry point), while the other collision occurred near Peralta Drive.

After reviewing the collision data, HCI concluded the City may consider installing 25 MPH speed limit signs at/near the business district entry point of Del Lago Drive at La Cadena Drive (i.e., applicable for the segments east of, west of, and south of the intersection). In addition, HCI concluded the City may consider installing 25 MPH speed limit signs at the other three (3) entry points to the business neighborhood to serve as a reminder to drivers that the speed limit is 25 MPH (see attached).

- Del Lago Drive (entry point)
- El Pacifico Drive (entry point)
- Peralta Drive (entry point)
- Plaza Pointe Drive (entry point)

Regarding the segment of Del Lago Drive, north of La Cadena Drive, HCI recommended an E&T survey be completed to establish the speed limit for this section of roadway. Although this segment is a business district, the prima facie 25 MPH speed limit did not seem reasonable in HCI’s opinion because the roadway characteristics suggested a higher speed limit. This segment of Del Lago Drive has four (4) lanes with a painted median, serves as a primary entry point to the business neighborhood, and has a 50 MPH speed limit in the adjacent segment to the north (in the City of Irvine). The California Manual of Traffic Control Devices (CA MUTCD) advises against abrupt speed limit changes from one segment to another. HCI advised an E&T survey would allow the City to post an applicable “step down” speed limit from the 50 MPH speed limit to the 25 MPH speed limit south of La Cadena Drive.

Based upon Hartzog & Crabill’s recommendation to complete an E&T, City staff authorized the completion of the E&T. The analysis, attached, shows that the speed limit of Del Lago Drive between Lake Forest Drive and La Cadena should be set at 30 MPH.

City staff recommended at the March 19, 2025, Traffic Commission meeting that the Traffic Commission recommend the City Council adopt an ordinance establishing a speed limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive, and the posting of 25 MPH speed limit signs on El Pacifico Drive, Peralta Drive, and Plaza Pointe Drive at the entry points to the North Laguna Hills commercial/industrial area. The Traffic Commission approved the recommendation.

Therefore, the City staff recommends that the City Council introduce for first reading, read by title only, and waive further reading of an Ordinance entitled: "An Ordinance of the City of Laguna Hills, California, Amending Section 11-20.010 of the Laguna Hills Municipal Code Establishing a Speed Limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive."

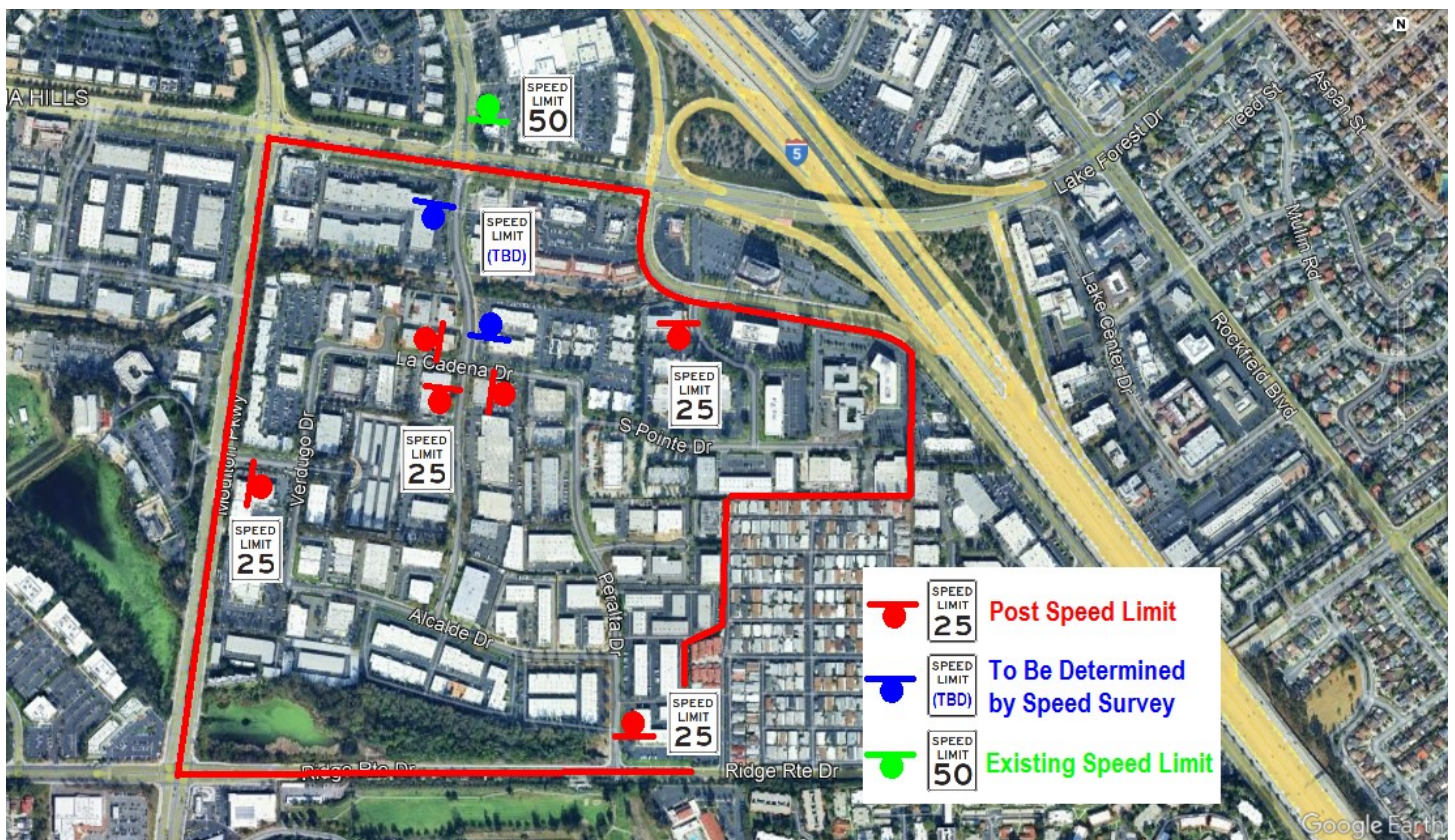
If the proposed Ordinance is adopted by the City Council, it will establish the new 30 MPH speed limit for Del Lago Drive between Lake Forest Drive and La Cadena Drive in conformance with Chapter 11.20 of the Laguna Hills Municipal Code. The 25 MPH speed limits for El Pacifico Drive, Peralta Drive, Plaza Pointe Drive are already established by CVC Section 22352 and do not require an ordinance to post these signs.

Fiscal Impact:

The cost of installing the speed limit signs on Del Lago Drive is expected to cost less than \$1,000. There is sufficient funding available in the Public Works operating budget (Fund No. 100-355-720401).

Attachments:

1. Map of the North Laguna Hills Commercial/Industrial Area
2. 5-Year Statewide Integrated Traffic Records System (SWITRS) Report
3. HCI Report Recommending the Establishment of a 30 MPH Speed Limit for Del Lago between Lake Forest Drive and La Cadena Drive
4. Proposed Ordinance



CITY OF LAGUNA HILLS
NORTH LAGUNA HILLS BUSINESS DISTRICT ROADWAYS
5-YEAR SWITRS COLLISION DATABASE
JAN. 1, 2019 - JUN. 30, 2024

CASE ID	COLL. DATE	COLL. TIME	PRIMARY ROAD	SECONDARY ROAD	DIST.	DIR.	INTERS.	WEATH. 1	COLL. SEVERITY	PRIM. COLL. FACT.	PCF VIOL. CAT.	PCF VIOL.	HIT AND RUN	TYPE OF COLL.	MOTOR VEHICLE INVOLVED WITH ROAD SURF.	
															C	A
8845554	20190412	745	VERDUGO DR	EL PACIFICO DR	125		N	A	0	A	1	23152	N	C	C	A
9054525	20191211	1422	DEL LAGO DR	LAKE FOREST DR	166	S	N	A	4	A	9	21804	N	D	C	A
9155306	20200801	233	LA CADENA DR	PERALTA DR	56	W	N	A	0	A	3	22350	M	E	I	A
9264551	20210420	1452	VERDUGO DR	LA CADENA DR	255	S	N	A	0	A	21	22106	N	H	I	-
9291489	20210630	1510	PLAZA POINTE DR	AVENIDA DE LA CAR	0		Y	A	3	A	9	21802	N	D	C	A
9542925	20221213	811	PLAZA POINTE DR	SOUTH POINTE DR	324	E	N	A	0	-	-		N	D	C	A
9616918	20230922	1230	DEL LAGO DR	LA CADENA DR	24	N	N	A	4	A	3	22350	N	F	A	A
9617194	20230926	1058	DEL LAGO DR	ALCALDE DR	354	N	N	A	0	A	1	23152	N	C	C	A
9618918	20231119	2055	VERDUGO DR	EL PACIFICO DR	250	N	N	A	3	A	8	22107	N	C	E	A
9704895	20240514	532	SOUTH POINTE DR	PLAZA POINTE DR	506	S	N	B	0	A	21	22106	N	E	I	A

NOTES:

Weather 1
A - Clear
B - Cloudy
C - Raining
D - Snowing
E - Fog
F - Other
G - Wind
-- Not Stated

Collision Severity
1 - Fatal
2 - Injury (Severe)
3 - Injury (Other Visible)
4 - Injury (Complaint of Pain)
0 - PDO (Property Damage Only)

Primary Collision Factor
A - (Vehicle) Code Violation
B - Other Improper Driving
C - Other Than Driver
D - Unknown
E - Fell Asleep
-- Not Stated

PCF Violation Category

01 - Driving or Bicycling Under Influence
02 - Impeding Traffic
03 - Unsafe Speed
04 - Following Too Closely
05 - Wrong Side of Road
06 - Improper Passing
07 - Unsafe Lane Change
08 - Improper Turning
09 - Automobile ROW
10 - Pedestrian ROW
11 - Pedestrian Violation
12 - Traffic Signals and Signs
13 - Hazardous Parking
14 - Lights
15 - Brakes
16 - Other Equipment
17 - Other Hazardous Violation
18 - Other Than Driver (or Ped)
19 -
20 -
21 - Unsafe Starting or Backing
22 - Other Improper Driving
23 - Pedestrian or "Other" Under the Influence
24 - Fell Asleep
00 - Unknown
-- Not Stated

Hit and Run
F - Felony
M - Misdemeanor
N - Not Hit & Run

Type of Collision
A - Head-On
B - Sideswipe
C - Rear-End
D - Broadside
E - Hit Object
F - Overturned
G - Vehicle/Pedestrian
H - Other
-- Not Stated

Motor Vehicle Involved With:

A - Non-Collision
B - Pedestrian
C - Other Motor Vehicle
D - Motor Vehicle on Other Roadway
E - Parked Motor Vehicle
F - Train
G - Bicycle
H - Animal
I - Fixed Object
J - Other Object
-- Not Stated

Road Surface

A - Dry
B - Wet
C - Snowy or Icy
D - Slippery
-- Not Stated



Gerald J. Stock, PE, TE,
Executive Vice President

17821 E. 17th Street
Suite 245
Tustin, CA 92780

Phone: (714) 731-9455
FAX: (714) 731-9498

www.hartzog-crabill.com

March 10, 2025

Mr. Joe Ames, P.E., T.E.
Public Works Director/City Engineer
City of Laguna Hills
24035 El Toro Road
Laguna Hills, CA 92653

Subject: Supplemental Engineering & Traffic Survey for Del Lago Drive Between Lake Forest Drive and La Cadena Drive

Dear Mr. Ames:

As requested by the City of Laguna Hills, we have prepared this Supplemental Engineering and Traffic Survey (E&TS) to determine the recommended speed limit for Del Lago Drive between Lake Forest Drive and La Cadena Street. It followed the procedures and guidelines prescribed in the California Vehicle Code (CVC) and California Manual on Uniform Traffic Control Device (CA MUTCD) for determining speed limits. These are described in detail in the *Citywide Engineering and Traffic Survey for Speed Limits* (Hartzog & Crabill, Inc., April 2020).

SPEED SURVEY EVALUATION:

Del Lago Drive between Lake Forest Drive and La Cadena Street is a four-lane road with a painted median. It has business and offices on both sides of the street. On-street parking is prohibited on both sides; and there is no posted speed limit.

As shown in the attached Speed Survey for Del Lago Drive, the 85th percentile speed was 32.5 miles per hour (mph). Therefore, the recommended speed limit for Del Lago Drive between Lake Forest Drive and La Cadena Street is 30 mph.

We look forward to your review and acceptance of our recommendations. If you may have any questions or need further information, please feel free to call our office at (714) 731-9455. Thank you again for the opportunity to serve your community.

Sincerely,
Hartzog & Crabill, Inc.

A handwritten signature in blue ink that reads 'Scott Ma'.

Scott Ma, P.E., T.E.
Senior Engineer



Attachment: Speed Survey Summary Sheets

Consulting Traffic Engineers to Government Agencies

ENGINEERING AND TRAFFIC SURVEY
CITY OF LAGUNA HILLS

HCI

DEL LAGO DRIVE

DATE: 2/20/2025
TIME: 12:30 PM - 1:10 PM

LAKE FOREST DR TO LA CADENA DR

SURVEY BY: C. BUENDIA
CHECKED BY: SCOTT MA

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF LAKE FOREST
DATE OF SURVEY	2/20/2025
85th PERCENTILE	32.5 MPH
10 MPH PACE	25 - 34 MPH
PERCENT IN PACE	81.9 %
POSTED SPEED LIMIT	NOT POSTED

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	24
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	2
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	6,300
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL -LAKE FOREST, STOP - LA CADENA
CROSSWALKS	AT LAKE FOREST
PEDESTRIAN/BICYCLES	YES / NO
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	NO SHOULDERS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.18
VERTICAL CURVE	NONE
HORIZONTAL CURVE	CONSTANT GRADUAL "S" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS/DRIVEWAYS	YES / YES
STREET LIGHTING	YES
OTHER	TWO WAY LEFT TURN LANE

ADJACENT LAND USE	COMMERCIAL / BUSINESS / INDUSTRIAL
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RECOMMENDED SPEED LIMIT	30 MPH
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SPEED LIMIT CHANGE	POST
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JUSTIFICATION:
This portion of Del Lago Drive is a four lane roadway. Currently, this section does not have a speed limit sign posted for this segment. The adjacent land uses are commercial, business, and industrial. The roadway has gradual "S" curves. The speed data revealed an 85th percentile speed of Based upon the 85th percentile speed of 32.5 mph and a median speed of 28.9 mph. With that, it is recommended that a 30 mph speed limit be posted for this area.

File: Del Lago 2025-01



RADAR SPEED DISTRIBUTION SHEET

CITY OF LAGUNA HILLS

DEL LAGO DRIVE

LAKE FOREST DR TO LA CADENA DR

DATE: 2/20/2025

SURVEY BY: C. BUENDIA

TIME: 12:30 PM - 1:10 PM

CHECKED BY: SCOTT MA

SPEED	NUMBER OF VEHICLES																				VEH.	PCT.	CUM.						
	5					10					15					20							25					PCT.	
60																												100.0%	
																												100.0%	
																												100.0%	
55																												100.0%	
																												100.0%	
																												100.0%	
50																												100.0%	
																												100.0%	
																												100.0%	
45																												100.0%	
																												100.0%	
																												100.0%	
40	X																										1	0.6%	100.0%
	X	X																									2	1.3%	99.4%
	X																										1	0.6%	98.1%
35																											0	0.0%	97.4%
	X	X																									0	0.0%	97.4%
	X	X	X	X																							2	1.3%	96.1%
30	X	X	X	X																							4	2.6%	93.5%
	X	X	X																								3	1.9%	92.9%
	X	X	X	X	X																						5	3.2%	91.0%
25	X	X	X	X	X	X	X	X																			8	5.2%	87.7%
	X	X	X	X	X	X	X	X	X	X																	11	7.1%	82.6%
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										18	11.6%	75.5%
20	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							20	12.9%	63.9%
	X	X	X	X	X	X	X	X	X	X	X																11	7.1%	51.0%
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					22	14.2%	43.9%
15	X	X	X	X	X	X	X	X	X	X	X	X	X														16	10.3%	29.7%
	X	X	X	X	X	X	X	X																			7	4.5%	19.4%
	X	X	X																								9	5.8%	14.8%
	X	X	X																								3	1.9%	9.0%
																											0	0.0%	7.1%
	X	X	X																								3	1.9%	7.1%
	X	X	X	X	X																						5	3.2%	5.2%
	X	X																									2	1.3%	1.9%
	X																										1	0.6%	0.6%
																													0.0%
																													0.0%
																													0.0%
TOTAL	TOTAL VEHICLES																				155								

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: 25 MPH

PERCENT OVER PACE: 9.0 %

PERCENT IN PACE: 81.9 %

PERCENT UNDER PACE: 9.0 %

85th PERCENTILE SPEED: 32.5 MPH

MEDIAN SPEED: 28.9 MPH

15th PERCENTILE SPEED: 25.0 MPH

RADAR SPEED DISTRIBUTION SHEET

HCI

CITY OF LAGUNA HILLS

DEL LAGO DRIVE

LAKE FOREST DR TO LA CADENA DR

DATE: 2/20/2025

SURVEY BY: C. BUENDIA

TIME: 12:30 PM - 1:10 PM

CHECKED BY: SCOTT MA

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	100.0%
46					X	100.0%
45					X	100.0%
44					X	100.0%
43					X	100.0%
42					X	99.4%
41					X	98.1%
40					X	97.4%
39					X	97.4%
38					X	97.4%
37					X	96.1%
36					X	93.5%
35					X	92.9%
34					X	91.0% }PACE
33					X	87.7% }PACE
32					X	82.6% }PACE ---85PCT
31				X		75.5% }PACE
30				X		63.9% }PACE
29			X			51.0% }PACE
28		X				43.9% }PACE ---MEAN
27		X				29.7% }PACE
26	X					19.4% }PACE
25	X					14.8% }PACE ---15PCT
24	X					9.0%
23	X					7.1%
22	X					7.1%
21	X					5.2%
20	X					1.9%
19	X					0.6%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 34 MPH
 LOWER LIMIT 10 MPH PACE: 25 MPH
 PERCENT OVER PACE: 9.0 %
 PERCENT IN PACE: 81.9 %
 PERCENT UNDER PACE: 9.0 %

85th PERCENTILE SPEED: 32.5 MPH
 MEDIAN SPEED: 28.9 MPH
 15th PERCENTILE SPEED: 25.0 MPH

Del Lago 2025-01

CITY OF LAGUNA HILLS

SUMMARY OF RECOMMENDATIONS

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	RECOMMENDATION - JUSTIFICATION
<u>DEL LAGO DRIVE</u>							
LAKE FOREST DR TO LA CADENA DR	NP	30	32.5	28.9	25-34	81.9	POST SPEED LIMIT – 85 TH PERCENTILE

NP = Not Posted

ORDINANCE NO. 2025-X

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING SECTION 11-20.010 OF THE LAGUNA HILLS MUNICIPAL CODE ESTABLISHING A SPEED LIMIT OF 30 MPH FOR DEL LAGO DRIVE BETWEEN LAKE FOREST DRIVE AND LA CADENA DRIVE

THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES HEREBY FIND AND DETERMINE AS FOLLOWS:

WHEREAS, Del Lago Drive between Lake Forest Drive and La Cadena is a 4-lane roadway and for a distance of 300 feet has more than 50% of the contiguous property fronting thereon occupied by buildings in use for business; and

WHEREAS, Del Lago Drive between Lake Forest Drive and La Cadena meets the definition of a “business district” in Section 235 of the California Vehicle Code; and

WHEREAS, Section 22352 of the California Vehicle Code establishes that the “prime facia” speed limit of 25 MPH may be enforced in a “business district;” and

WHEREAS, Del Lago Drive between Lake Forest Drive and La Cadena being part of a “business district” does not require a speed limit posting of 25 MPH; and

WHEREAS, after receiving a complaint about the lack of speed limit signs on Del Lago Drive, El Pacifico Drive, Peralta Drive, and Plaza Point Drive entering the North Laguna Hills commercial/industrial district, the City engaged the traffic engineering firm of Hartzog & Crabill, Inc. (“H&C”) to review the issue; and

WHEREAS, H&C reviewed the issue and recommended an Engineering and Traffic Survey for Speed Limits report be prepared in compliance with Section 40802 of the California Vehicle Code for the segment of Del Lago Drive between Lake Forest Drive and La Cadena; and

WHEREAS, H&C prepared an Engineering and Traffic Survey for Speed Limits recommending the segment of Del Lago Drive between Lake Forest Drive and La Cadena have a speed limit of thirty (30) miles per hour; and

WHEREAS, the Traffic Commission reviewed the Engineering and Traffic Survey for Speed Limits and recommended the City Council adopt an ordinance establishing a speed limit of 30 MPH for Del Lago Drive between Lake Forest Drive and La Cadena Drive, and the posting of 25 MPH speed limit signs on El Pacifico, Peralta Drive, and Plaza Pointe Drive at the entry points to the North Laguna Hills commercial/industrial area; and

WHEREAS, the 25 MPH speed limits for El Pacifico Drive, Peralta Drive, Plaza Pointe Drive are already established by California Vehicle Code Section 22352 and do not require an ordinance to post these signs.

THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA,
DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council of the City of Laguna Hills hereby finds, determines, and declares as follows:

A. California Vehicle Code Section 40803(b) provides, in pertinent part, as follows:

“In any prosecution under this Code of a charge involving the speed of a vehicle where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects the prosecution shall establish, as part of its prima-facie case, that evidence or testimony presented is not based upon a speed trap as defined in subdivision (b) of Section 40802.”

B. Pursuant to California Vehicle Code Section 40802 vehicle speed limit enforcement involving the use of radar or other electronic device is permissible and does not constitute a “speed trap” where the prima facie speed limit is justified by an engineering and traffic survey conducted within five to seven years prior to the date of the alleged violation.

C. The City desires to continue to use radar and other electronic devices to measure the speed of moving objects to protect the lives and property of motorists traveling on City streets and to improve the enforcement of speed limits within the City of Laguna Hills.

D. The City has caused an Engineering and Traffic Survey for Speed Limits to be prepared in compliance with California Vehicle Code § 40802 establishing and justifying prima-facie speed limits on certain City streets within the City of Laguna Hills, which is incorporated herein by reference.

E. Amendments to Laguna Hills Municipal Code Section 11-20.010 (Speed Limits) are necessary to ensure continued enforcement of vehicle speed limits in accordance with the California Vehicle Code.

F. The amendments are also necessary to protect the general health, safety, or general welfare of the community as a whole through the establishment and maintenance of speed limits on certain streets within the City of Laguna Hills.

SECTION 2. Section 11-20.010 (Speed Limits Established) of Chapter 11 (Speed Limits) of Title 11 (Vehicles and Traffic) of the Laguna Hills Municipal Code is hereby amended to include the establishment of the following speed limit for the roadway segment on Del Lago Drive as follows:

Del Lago Drive Lake Forest Drive to La Cadena Drive 30

SECTION 3. The City Council of the City of Laguna Hills hereby finds and determines that this Ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to the Class 1, Existing Facilities exemption. (14 Cal. Code Regs. § 15301). This exemption applies to the operation of public facilities, including streets and highways, that involve no or negligible expansion of such facilities. In this case, the City is merely adjusting the speed limit on existing streets within the City. The City is not contemplating any actual physical improvements to widen or otherwise increase the capacity of these facilities.

SECTION 4. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 5. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted at the duly designated posting places within the City and published once within fifteen days after passage and adoption as may be required by law; or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and a certified copy of the text of this Ordinance shall be posted in the Office of the City Clerk five days prior to the date of adoption of this Ordinance; and, within fifteen days after adoption, the City Clerk shall cause to be published, the aforementioned summary and shall post a certified copy of this Ordinance, together with the vote for and against the same, in the Office of the City Clerk.

PASSED, APPROVED, AND ADOPTED this 27th day of May 2025

JOSHUA SWEENEY, MAYOR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing Ordinance No. 2025-X was duly introduced and
placed upon its first reading at a Regular Meeting of the City Council on the 27th day of
May 2025, and that thereafter, said Ordinance was duly adopted and passed at a Regular
Meeting of the City Council held on the X day of X 2025, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK

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

AFFIDAVIT OF POSTING
AND PUBLICATION

JENNIFER LEE, being first duly sworn, deposes and says:

That she is the duly appointed and qualified City Clerk of the City of Laguna Hills;

That in compliance with State Laws of the State of California, ORDINANCE NO. 2025-X, being:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING SECTION 11-20.010 OF THE LAGUNA HILLS MUNICIPAL CODE ESTABLISHING A SPEED LIMIT OF 30 MPH FOR DEL LAGO DRIVE BETWEEN LAKE FOREST DRIVE AND LA CADENA DRIVE

on the X day of X 2025, and on the X day of X 2025, was published in summary in the Saddleback Valley News; and was, in compliance with City Resolution No. 2004-05-25-2, by the X day of X 2024, and the X day of X 2025, caused to be posted in three places in the City of Laguna Hills, to wit:

Laguna Hills City Hall
Laguna Hills Community Center
La Paz Center

JENNIFER LEE, CITY CLERK
Laguna Hills, California



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Eric Hendrickson, Finance Director
Issue: Appropriations Limit for Fiscal Year 2025/2026

Recommendation: That the City Council adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, Establishing the Appropriations Limit (Gann Limit) for the City of Laguna Hills for Fiscal Year 2025/2026."

Background:

Article XIII B of the California Constitution requires that all cities establish a Gann Limit at the beginning of each fiscal year. The Gann Limit was approved by the California voters in 1979, and it limits the amount of tax revenue a government can legally spend. The limit is allowed to increase annually based on inflation factors. This limit is calculated by multiplying the preceding year's appropriations limit by the City's percentage population growth and the percentage change in the California Per Capita Personal Income.

As provided by the State of California Department of Finance, the City's growth rate was -0.41% and the California Per Capita Personal Income growth rate was 6.44%. Based upon these factors, the fiscal year 2025/2026 appropriations limit for the City of Laguna Hills is \$54,541,412. The resolution to adopt this limit and the Department of Finance information is attached to this staff report.

The City's proceeds from tax revenue applicable to this limit are estimated to be \$23,014,446, which leaves the City well below the limit.

Fiscal Impact:

There is no direct cost to adopt an appropriations limit. However, there is a limitation on the amount of tax revenue the City can legally spend. As previously mentioned, the City is well below this limit.

Attachments:

1. CA Dept. of Finance Price Factor and Population Information
2. Proposed Resolution - FY25-26 Appropriations Limit

May 2025

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit

California Revenue and Taxation Code Section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2025, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2025-26. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2025-26 appropriations limit. Attachment B provides the city and unincorporated county population percentage change along with the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts

Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code Section 2228 provides additional information regarding the appropriations limit. Article XIII B, Section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. The code section and the California Constitution can be accessed at the following website: <http://leginfo.ca.gov/faces/codes.xhtml>.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification

The population certification program applies only to cities and counties. California Revenue and Taxation Code Section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2025.**

Please Note: The prior year's city population estimates may be revised. The per capita personal income change is based on historical data.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

JOE STEPHENSHAW
Director
By:

ERIKA LI
Chief Deputy Director

Attachment

- A. **Price Factor:** Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2025-26 appropriation limit is:

Per Capita Personal Income	
Fiscal Year (FY)	Percentage change over prior year
2025-26	6.44

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2025-26 appropriation limit.

2025-26:

Per Capita Cost of Living Change = 6.44 percent
Population Change = 0.28 percent

Per Capita Cost of Living converted to a ratio: $\frac{6.44 + 100}{100} = 1.0644$

Population converted to a ratio: $\frac{0.28 + 100}{100} = 1.0028$

Calculation of factor for FY 2025-26: $1.0644 \times 1.0028 = 1.0674$

FISCAL YEAR 2025-26
Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2024 to January 1, 2025 and Total Population January 1, 2025

City	County	Percent Change 24-25	Population Minus Exclusions 1-1-24	Population Minus Exclusions 1-1-25	Total Population 1-1-25
Aliso Viejo City	Orange	-0.45	50,442	50,213	50,213
Anaheim City	Orange	-0.08	341,967	341,686	341,773
Brea City	Orange	-0.42	48,101	47,900	47,900
Buena Park City	Orange	-0.13	82,772	82,667	82,667
Costa Mesa City	Orange	0.25	110,048	110,321	110,321
Cypress City	Orange	-0.13	49,563	49,499	49,499
Dana Point City	Orange	-0.37	32,850	32,730	32,730
Fountain Valley City	Orange	-0.09	56,612	56,560	56,560
Fullerton City	Orange	-0.31	141,909	141,469	141,469
Garden Grove City	Orange	0.12	171,260	171,470	171,492
Huntington Beach City	Orange	-0.19	193,510	193,134	193,134
Irvine City	Orange	0.79	316,119	318,629	318,629
Laguna Beach City	Orange	0.02	22,759	22,763	22,763
Laguna Hills City	Orange	-0.41	30,435	30,309	30,309
Laguna Niguel City	Orange	0.65	64,834	65,257	65,257
Laguna Woods City	Orange	-0.46	17,262	17,183	17,183
La Habra City	Orange	-0.06	61,236	61,202	61,202
Lake Forest City	Orange	0.10	87,553	87,639	87,639
La Palma City	Orange	-0.44	15,177	15,110	15,110
Los Alamitos City	Orange	-0.32	12,044	12,006	12,006
Mission Viejo City	Orange	-0.28	91,993	91,740	91,740
Newport Beach City	Orange	-0.41	82,995	82,654	82,654
Orange City	Orange	0.95	138,403	139,724	139,724
Placentia City	Orange	2.52	52,653	53,982	53,982
Rancho Santa Margarita City	Orange	-0.46	46,553	46,341	46,341
San Clemente City	Orange	-0.35	63,085	62,865	62,865
San Juan Capistrano City	Orange	0.23	35,247	35,329	35,329
Santa Ana City	Orange	0.68	313,210	315,325	315,325
Seal Beach City	Orange	-0.47	24,439	24,325	24,400
Stanton City	Orange	-0.06	40,576	40,552	40,552
Tustin City	Orange	-0.15	79,449	79,326	79,326
Villa Park City	Orange	-0.21	5,750	5,738	5,738
Westminster City	Orange	0.13	90,181	90,295	90,295
Yorba Linda City	Orange	-0.46	66,573	66,267	66,267
Balance of County	Orange	0.54	132,313	133,023	133,033
Incorporated	Orange	0.15	3,037,560	3,042,210	3,042,394
County Total	Orange	0.17	3,169,873	3,175,233	3,175,427

RESOLUTION NO. 2025-06-10-X

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, ESTABLISHING THE
APPROPRIATIONS LIMIT (GANN LIMIT) FOR THE CITY OF
LAGUNA HILLS FOR THE FISCAL YEAR 2025/2026

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

WHEREAS, Government Code Section 7900 provides for the implementation of Article XIII B of the California Constitution; and

WHEREAS, Government Code Section 7901 through 7913 provides that each year the City Council shall, by resolution, establish its appropriations limit at a regularly scheduled meeting; and

WHEREAS, all documentation used in the determination of the appropriations limit has been available to the public since May 23, 2025, and will continue to be available from the Finance Director of the City of Laguna Hills as required by law; and

WHEREAS, the appropriations limit for the fiscal year 2025/2026 is calculated by adjusting the fiscal year 2024/2025 appropriations limit by the change in the City's population growth and the percentage change in California Per Capita Personal Income as provided by the State of California Department of Finance.

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

SECTION 1. The appropriations limit for the City of Laguna Hills for fiscal year 2025/2026 is hereby established at \$54,541,412, as shown in Exhibit 1, attached hereto. Documentation used in the determination of the appropriations limit is available to the public at the City of Laguna Hills Finance Department, 24035 El Toro Road, Laguna Hills, CA 92653.

PASSED, APPROVED AND ADOPTED this 10th day of June 2025.

JOSHUA SWEENEY, MAYOR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2025-06-10-X adopted by the City Council of the City of Laguna Hills, California, at a
Regular Meeting thereof held on the 10th day of June 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK

EXHIBIT 1
CITY OF LAGUNA HILLS
COMPUTATION OF THE GANN LIMIT
FISCAL YEAR 2025/2026

Gann Limit for Fiscal Year 2024/2025: City of Laguna Hills	\$51,452,417
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Adjustment factors:

City's population growth	0.9959
Growth in California Per Capita Personal Income	<u>1.0644</u>
Composite factor	<u>1.06003596</u>

Gann Limit for Fiscal Year 2025/2026	<u>\$54,541,412</u>
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Appropriations Subject to Limitation

Proceeds of Taxes	
Property Tax	\$14,427,518
Sales Tax	6,457,928
Transient Occupancy Tax	1,467,000
Motor Vehicle In-Lieu Tax	40,000
Interest Earned from Net Invested Taxes	<u>622,000</u>
Total Proceeds of Taxes	\$23,014,446

Amount Under Appropriations Limit	\$31,526,966
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City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Joe Ames, Assistant City Manager
Issue: Award of Public Works Construction Contract for the Street Name Signs Project, CIP 113

Recommendation: That the City Council: 1. Award the Public Works Construction Contract for the Street Name Signs Project, CIP 113 (changed from CIP 153), to the lowest responsive bidder, Cat Tracking, Inc., in the amount of \$237,325.00; 2. Find that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), Class 1 Existing Facilities, pursuant to CEQA Guidelines, Section 15301; 3. Reject all other construction bids; and 4. Authorize the City Manager to sign the Public Works Construction Contract with Cat Tracking, Inc.

Background:

At the January 31, 2024, Events, Communications, and Beautification Committee (ECBC) meeting, Councilmembers Heft and Pezold requested that City staff work on designing new street name signs to replace the existing white text with green background street name signs currently used City-wide. Subsequently, at the February 14th ECBC meeting, City staff presented their first conceptual designs. After further input at the February 14 meeting, City staff continued to present refined conceptual designs at the March 22, April 10, and May 15 meetings for additional input to arrive at two final, refined conceptual designs.

At the August 14 meeting, City staff presented physical samples of the two final, refined conceptual designs:

Option 1: White lettering on a black background adorned with a “blade sign” containing the words “LAGUNA HILLS” and the City’s logo on a black background; and

Option 2: Black lettering on a white background adorned with a “blade sign” containing the words “LAGUNA HILLS” and the City’s logo on a white background.

A photograph of the street name sign options installed in the Civic Center parking lot, and mock-ups of both the street name signs and the traffic signal mast arms signs are attached to this agenda report.

Councilmembers Heft and Pezold indicated both final, refined designs were acceptable, but expressed a preference for Option 1. They further directed City staff to develop mock-ups for matching street name signs for the traffic signal mast arms and that this combined project be brought before City Council as soon as possible for approval.

At the September 10, 2024, City Council meeting, City staff presented the conceptual street name sign designs for review. The City Council reviewed the conceptual street name sign designs, and concurred with the recommendation from the Events, Communication, and Beautification Committee that Option 1 was preferred choice. In reviewing video of the meeting, a motion to approve Option 1 was approved 5-0, and City staff committed to bidding out the street name project to get firm pricing for review by City Council at a future meeting.

In the intervening six months, City staff inventoried all street name signs Citywide in a Geographic Information System (GIS) database, finalized the design of the street name signs in AutoCAD, and developed specifications and bid documents for bidding. On April 1, 2025, the bid opportunity was advertised.

On May 12, 2025, bids for the project were opened with the following results:

Bidder	Bid Amount
Cat Tracking, Inc.	\$237,325.00
BC Traffic	\$253,655.00 (non-responsive bid as the bid did not include Addendum No. 1)
WGJ Enterprises, Inc. dba PCI	\$285,850.00
Chrisp Company	\$322,750.00
Superior Pavement Markings, Inc.	\$363,700.00

Formal bidding procedures were followed, including advertisement for the project in all trade journals, in conformance with the State of California Public Contract Code and the City of Laguna Hills Municipal Code.

Cat Tracking, Inc., which was the lowest responsive bidder, submitted a bid in the amount of \$237,325.00 for the base bid. Cat Tracking, Inc. provided three (3) public agency job references. All references were satisfactory, although the jobs were smaller than this project. City staff verified the contractor is licensed for the contemplated work and is registered with the State Department of Industrial Relations. Therefore, City staff recommends award of the Public Works Construction Contract to Cat Tracking, Inc. in the amount of \$237,325.00.

CEQA Findings:

Staff has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and determined that this project is categorically exempt from CEQA pursuant to Section 15301 of Title 14, Chapter 3 of the California Code of Regulations (Class 1 – Existing Facilities).

Fiscal Impact:

Construction Contract Amount:	\$237,325.00
Construction Contingencies:	\$22,675.00
Total Estimated Project Expenses:	\$260,000.00

Budget Available (CIP 113), Proposed FY 25-27 Biennial \$260,000.00
Capital Improvement Program:

CIP 153, Internally Illuminated Street Name Sign Replacements (for traffic signal mast arms), has a proposed carryover budget of \$125,000 in the proposed FY25-27 biennial capital improvement budget. However, City staff recommend this budget be preserved to allow for the future installation of matching traffic signal mast arm internally illuminated street name sign replacements. Accordingly, City staff included \$260,000 in General Fund Reserves for a new capital improvement project, Citywide Street Name Signs, CIP 113. With the approval of the proposed FY25-27 biennial capital improvement budget, funds will be available for this project.

Attachments:

1. Street Name Sign Design
2. Photograph of Street Name Signs
3. Proposed Contract Agreement with CAT Tracking, Inc.



Notes:	Substrate:	0.125" Aluminum	Corners:	n/a	Font:	Times New Roman	Support Channel:	 S.C. <i>Signs & Supplies.</i> 2411 E. Winston Rd. Anaheim CA, 92806 714-254-7054 www.sc-signs.com
	Dimensions:	36" x 6" 17" x 5"	Border Color:	White/Black	Overlay Film:	OL-1000	Horizontal ☐	
	Background Color:	White/Black	Letter/ Number Color:	White/Black	Retro-reflective Sheeting:	Type IV	Vertical ☐	
							Welded Frame ☐	
Drafter: Tim L.							Date: 06/27/2024	

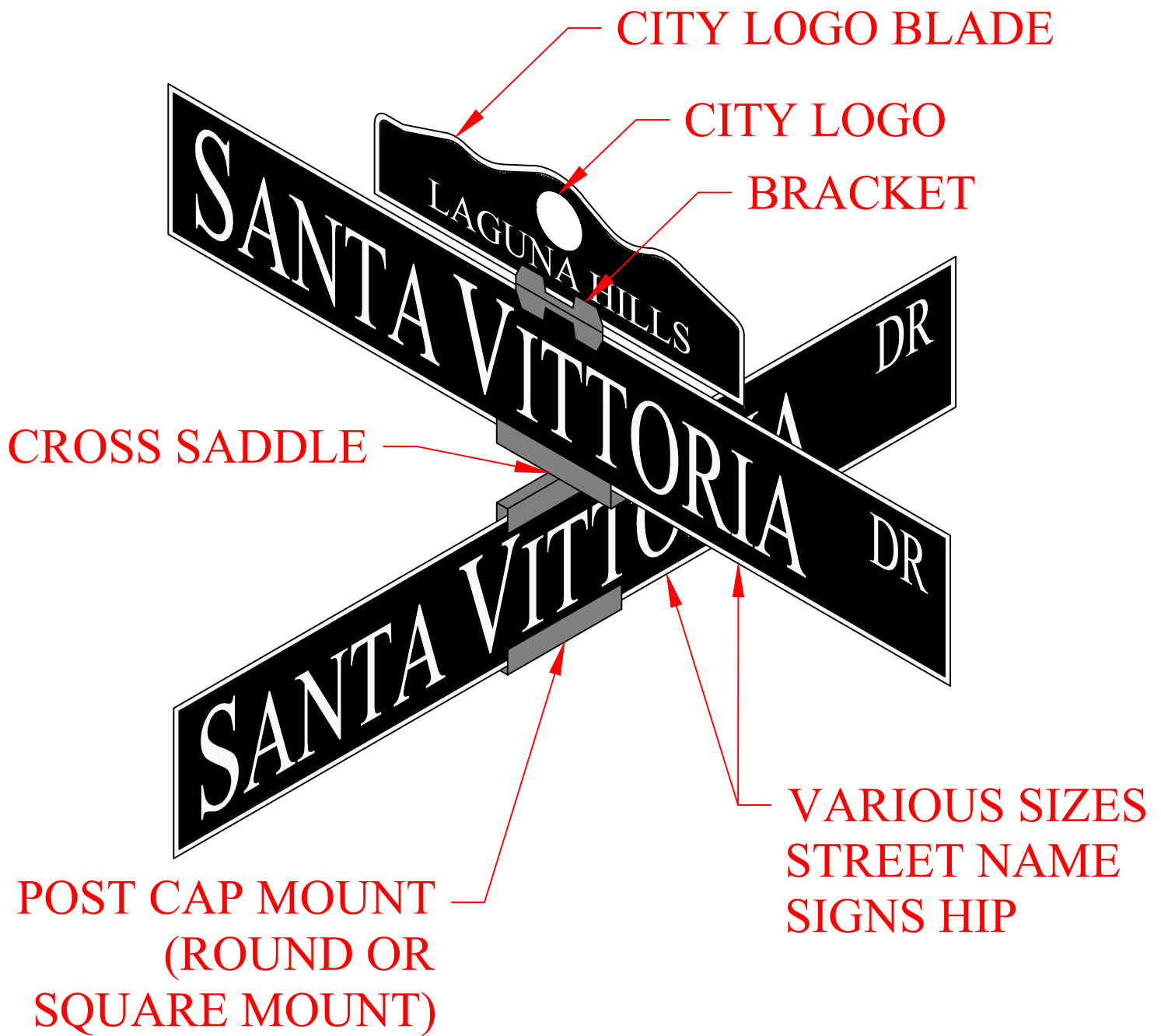


EXHIBIT C
ISOMETRIC VIEW



Photograph of sample street name signs installed in the Civic Center parking lot.

“Option 1” is on the left. “Option 2” is on the right.

Photo taken August 21, 2024.

CITY OF LAGUNA HILLS
CONTRACT AGREEMENT
FOR
STREET NAME SIGNS PROJECT, CIP 153

THIS CONTRACT AGREEMENT (hereinafter "Agreement" or "Contract" or "Contract Agreement") is made and entered into for the above stated Project this 10th day of June, 2025, BY AND BETWEEN THE **CITY OF LAGUNA HILLS**, as CITY, and CAT Tracking, Inc., as CONTRACTOR.

WITNESSETH that CITY and CONTRACTOR have mutually agreed as follows:

ARTICLE I

The contract documents for the aforesaid Project shall consist of the Notice Inviting Sealed Bids, Instructions to Bidders, Proposal Documents, Contract Documents, General Specifications, Standard Specifications, Special Provisions, Plans, and all referenced specifications, details, standard drawings, and all appendices attached hereto, together with this Contract Agreement and all required bonds, insurance coverage, permits, notices, and affidavits; and also including any and all addenda or supplemental agreements clarifying, amending, or extending the work contemplated as may be required to ensure its completion in an acceptable manner (hereinafter collectively the "Contract Documents"). All of the provisions of said Contract Documents are attached hereto and are incorporated by reference herein and made a part of this Contract Agreement as though fully set forth herein.

ARTICLE II

For and in consideration of the payments and agreements to be made and performed by CITY, CONTRACTOR agrees to furnish all materials and perform all work required for the above stated project, and to fulfill all other obligations as set forth in the aforesaid Contract Documents.

ARTICLE III

CONTRACTOR agrees to receive and accept the prices set forth in the Proposal as full compensation for furnishing all materials, performing all work, and fulfilling all obligations hereunder. Said compensation shall cover all expenses, losses, damages, and consequences arising out of the nature of work during its progress or prior to its acceptance including those for well and faithfully completing the work and the whole thereof in the manner and time specified in the aforesaid Contract Documents; and also including those arising from actions of the elements, unforeseen difficulties or obstructions encountered in the prosecution of the work, suspension or discontinuance of the work, and all other unknowns or risks of any description connected with the work. Notwithstanding any provisions of this Agreement to the contrary, CITY and CONTRACTOR mutually agree that CITY's maximum cumulative payment obligation hereunder (including CONTRACTOR's profit) shall be Two Hundred Thirty Seven Thousand Three Hundred Twenty Five Dollars and No Cents (\$237,325.00), which shall include all amounts payable to CONTRACTOR for its subcontracts, leases, materials and costs arising from, or due to termination of, this Agreement.

ARTICLE IV

CITY hereby promises and agrees to employ, and does hereby employ, CONTRACTOR to provide the materials, do the work, and fulfill the obligations according to the terms and conditions

herein contained and referred to, for the prices aforesaid, and hereby contracts to pay the same at the time, in the manner, and upon the conditions set forth in the Contract Documents.

ARTICLE V

CONTRACTOR acknowledges the provisions of the Labor Code requiring every employer to be insured against liability for workers' compensation, or to undertake self-insurance in accordance with the provisions of that code, and certifies compliance with such provisions.

ARTICLE VI

CONTRACTOR affirms that the signatures, titles, and seals set forth hereinafter in execution of this Agreement represent all individuals, firm members, partners, joint ventures, and/or corporate officers having a principal interest herein.

ARTICLE VII

CONTRACTOR hereby represents and warrants that it will comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C. Section 1101, *et seq.*, as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should CONTRACTOR so employ such unauthorized aliens for the performance of any work and/or services under this Agreement, and should any liability or sanctions be imposed against CITY for such use of unauthorized aliens, CONTRACTOR hereby agrees to reimburse CITY for any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, or penalties which arise out of or are related to such employment, together with any and all costs, including attorneys' fees, incurred by CITY.

ARTICLE VIII

To the fullest extent permitted by law, CONTRACTOR shall defend (at CONTRACTOR's sole cost and expense), indemnify, protect, and hold harmless CITY, its elected and appointed officials, officers, employees, agents, and volunteers (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (CONTRACTOR's employees included), or for damage to property, including property owned by CITY, which Claims arise out of, pertain to, or are related to CONTRACTOR's performance under the Agreement. Under no circumstances shall the insurance requirements and limits set forth in this Agreement be construed to limit CONTRACTOR's indemnification obligation or other liability hereunder. Notwithstanding the foregoing, such obligation to defend, hold harmless, and indemnify the CITY, its elected and appointed officials, officers, employees, agents, and volunteers, shall not apply to such claims or liabilities arising from the sole or active negligence or willful misconduct of CITY.

ARTICLE IX

CONTRACTOR shall be familiar with, observe, and comply at all times during the term of this Agreement with any work rules for contractors as may be established and promulgated by the City Manager, which work rules shall be additional terms and conditions for providing the work and services to the CITY pursuant to this Agreement, as may be updated and/or amended from time to time at the sole discretion of the City Manager.

[SIGNATURES ON NEXT PAGE]

CONTRACT AGREEMENT

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed the day and year first written.

CITY:

JARAD HILDENBRAND, CITY MANAGER
CITY OF LAGUNA HILLS

ATTEST:

JENNIFER LEE, CMC, CITY CLERK
CITY OF LAGUNA HILLS

GREGORY E. SIMONIAN, CITY ATTORNEY
CITY OF LAGUNA HILLS

CONTRACTOR:

Cat Tracking, Inc.

(CORPORATION (NAME - TYPE))

BY: Pam Follmer

(PRINT)

Pam Follmer

(SIGNATURE)

President

(TITLE)

BY: Pam Follmer

(PRINT)

Pam Follmer

(SIGNATURE)

Secretary

(TITLE)

NOTE: SIGNATURES OF CORPORATE OFFICIALS MUST BE NOTARIZED, ATTACH JURAT.

JURAT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on
this 27th day of May, 20 25,
by Pam Follmer, President

proved to me on the basis of satisfactory evidence to be the person(s) who
appeared before me.

Signature

Shannon Lang

(Seal)



JURAT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on
this 27th day of May, 20 25,
by Pam Follmer, Secretary

proved to me on the basis of satisfactory evidence to be the person(s) who
appeared before me.

Signature

Shannon Lang

(Seal)



Executed in Duplicate

(Page 1 of 2)

Bond Amount \$ 237,325.00

Bond Number PPD0103875

Premium: \$5,933.00

FAITHFUL PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS:

THAT WHEREAS, on June 10, 2025, the City of Laguna Hills, California
(DATE OF AWARD)
("City") awarded a public works contract (the "Contract"), delineated as Contract No. CIP No.
153, for the Street Name Signs Project, CIP 153, as specified in the Contract, to

(NAME OF PROJECT AND/OR DESCRIPTION OF WORK)
CAT Tracking, Inc., a California Corporation, hereby designated as the "Principal", which
(NAME OF CONTRACTOR) (CONTRACTOR ENTITY TYPE I.e., INC, LLC, ETC)
Contract is attached hereto, and which Contract and all documents incorporated therein by
reference are expressly incorporated into this bond by reference.

AND WHEREAS, the Principal is required under the terms of the Contract to furnish
a bond for the faithful performance of the Contract.

NOW, THEREFORE, we, the Principal, and Developers Surety and Indemnity Company (the
(NAME OF SURETY)
"Surety"), an admitted surety insurer in the State of California, are held firmly bound unto
the City of Laguna Hills in the sum of Two Hundred Thirty-Seven Thousand
Three Hundred Twenty-Five and Zero /100
DOLLARS (\$ 237,325.00), lawful money of the United States of America, for the
payment of which sum, well and truly be made, we bind ourselves, our heirs, executors,
administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH THAT:

1. If the Principal, its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly do and perform all of the covenants and obligations of the Contract, including the provisions for liquidated damages in said Contract, and including any and all amendments, supplements, and alterations made to the Contract as provided therein, on the Principal's part to be done and performed at the times and in the manner specified in the Contract, and shall indemnify and save harmless the City, its officers and agents as specified in the Contract, then this obligation shall be null and void, otherwise it shall be and remain in full force and effect;
2. In the event the Principal fails to fully perform all requirements in accordance with the terms and conditions of the Contract, then the Surety shall enforce performance by the Principal or shall pay the City for the same in an amount not exceeding the amount specified in this bond.
3. In the event suit is brought upon this bond by the City and judgment is recovered, as part of the obligation secured hereby and in addition to the face amount specified in this bond, the

FAITHFUL PERFORMANCE BOND

(PAGE 2 OF 2)

Surety shall pay all costs incurred by the City in such suit, including reasonable attorneys' fees to be fixed by the court.

4. The Surety, for value received, hereby stipulates and agrees that no change, extension of time, alterations, additions, omissions or other modifications to the terms of the Contract, or in the work to be performed or the material to be furnished under the Contract, or in the specifications or plans, whether or not made pursuant to the terms of the Contract, shall in any manner release either the Principal or Surety or affect the Surety's obligations on this bond, and it does hereby waive notice of any such changes, extensions, alterations, additions, omissions or other modifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named on the 22nd day of May, 2025.

PRINCIPAL:

CAT Tracking, Inc.
(Principal Name) (Seal)

By: Pam Follmer
(Signature)

Pam Follmer, President
(Print Name and Title)

By: Pam Follmer
(Signature)

Pam Follmer, Secretary
(Print Name and Title)

Principal Address and Telephone:

17 Commercial Ave.
Riverside, CA 92507
(951) 682-1494 Ext 203

SURETY:

Developers Surety and Indemnity Company
(Surety Name) (Seal)

By: Susan C. Monteon
(Signature)

Susan C. Monteon, Attorney-in-Fact
(Print Name and Title)

By: _____
(Signature)

(Print Name and Title)

Surety Address and Telephone:

Developers Surety and Indemnity Company
17771 Cowan, Ste100, Irvine, CA 92614
949 263-3300

Affix Corporate Seals

Attach Notary Acknowledgments for All Signatures

Attach Power-of-Attorney if Executed by Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Riverside

On 05/22/2025 before me, Shannon Lang, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared Pam Follmer, President and Secretary
Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature Shannon Lang
Signature of Notary Public Shannon Lang

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Riverside

}

On May 22, 2025 before me, Janelle L. Tuominen, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared Susan C. Monteon

Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature

Janelle L. Tuominen
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

**POWER OF ATTORNEY FOR
COREPOINTE INSURANCE COMPANY
DEVELOPERS SURETY AND INDEMNITY COMPANY**
59 Maiden Lane, 43rd Floor, New York, NY 10038
(212) 220-7120

KNOW ALL BY THESE PRESENTS that, except as expressly limited herein, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, do hereby make, constitute and appoint:

Janelle L. Tuominen and Susan C. Monteon, of Riverside, CA

as its true and lawful Attorney-in-Fact, to make, execute, deliver and acknowledge, for and on behalf of said companies, as sureties, bonds, undertakings and contracts of suretyship giving and granting unto said Attorney-in-Fact full power and authority to do and to perform every act necessary, requisite or proper to be done in connection therewith as each of said company could do, but reserving to each of said company full power of substitution and revocation, and all of the acts of said Attorney-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This Power of Attorney is effective May 22, 2025 and shall expire on December 31, 2025.

This Power of Attorney is granted and is signed under and by authority of the following resolutions adopted by the Board of Directors of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY (collectively, "Company") on February 10, 2023.

RESOLVED, that Sam Zaza, President, Surety Underwriting, James Bell, Vice President, Surety Underwriting, and Craig Dawson, Executive Underwriter, Surety, each an employee of AmTrust North America, Inc., an affiliate of the Company (the "Authorized Signors"), are hereby authorized to execute a Power of Attorney, qualifying attorney(s)-in-fact named in the Power of Attorney to execute, on behalf of the Company, bonds, undertakings and contracts of suretyship, or other suretyship obligations; and that the Secretary or any Assistant Secretary of the Company be, and each of them hereby is, authorized to attest the execution of any such Power of Attorney.

RESOLVED, that the signature of any one of the Authorized Signors and the Secretary or any Assistant Secretary of the Company, and the seal of the Company must be affixed to any such Power of Attorney, and any such signature or seal may be affixed by facsimile, and such Power of Attorney shall be valid and binding upon the Company when so affixed and in the future with respect to any bond, undertaking or contract of suretyship to which it is attached.

IN WITNESS WHEREOF, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY have caused these presents to be signed by the Authorized Signor and attested by their Secretary or Assistant Secretary this March 27, 2023.

By: _____

Printed Name: Sam Zaza

Title: President, Surety Underwriting



ACKNOWLEDGEMENT:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF California

COUNTY OF Orange

On this 27 day of March, 2023, before me, Hoang-Quyen Phai Pham, personally appeared Sam Zaza who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to within the instrument and acknowledged to me that they executed the same in their authorized capacity, and that by the signature on the instrument the entities upon behalf which the person acted, executed this instrument.

I certify, under penalty of perjury, under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____



CORPORATE CERTIFICATION

The undersigned, the Secretary or Assistant Secretary of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, does hereby certify that the provisions of the resolutions of the respective Boards of Directors of said corporations set forth in this Power of Attorney are in force as of the date of this Certification.

This Certification is executed in the City of Cleveland, Ohio, this March 19, 2023.

DocuSigned by:

By: _____

Barry W. Moses

Barry W. Moses, Assistant Secretary

P.O.A. No. N/A

6804167ADE640C...

DocuSign Envelope ID: 3352BFD6-5E9D-4796-837E-C1E455E6530F

Ed. 0323

(PAGE 1 OF 2)

PAYMENT (LABOR AND MATERIAL) BOND**KNOW ALL PERSONS BY THESE PRESENTS:**

THAT WHEREAS, on June 10, 2025, the City of Laguna Hills, California
(DATE OF AWARD)
 ("City") awarded a public works contract (the "Contract"), delineated as Contract No. CIP No.
153, for the Street Name Signs Project, CIP 153, as specified in the Contract, to
(NAME OF PROJECT AND/OR DESCRIPTION OF WORK)

CAT Tracking, Inc., a California Corporation, hereby designated as the "Principal", which
(NAME OF CONTRACTOR) (CONTRACTOR ENTITY TYPE i.e., INC, LLC, ETC)
 Contract is attached hereto, and which Contract and all documents incorporated therein by
 reference are expressly incorporated into this bond by reference.

AND WHEREAS, the Principal is required under the terms of the Contract to give this
 bond in connection with the execution of the Contract.

NOW, THEREFORE, we, the Principal, and Developers Surety and Indemnity Company (the
(NAME OF SURETY)
 "Surety"), an admitted surety insurer in the State of California, are held firmly bound unto
 the City of Laguna Hills in the sum of Two Hundred Thirty-Seven Thousand
Three Hundred Twenty-Five and Zero /100
 DOLLARS (\$ 237,325.00), lawful money of the United States of America, for the
 payment of which sum, well and truly be made, we bind ourselves, our heirs, executors,
 administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH THAT:

1. If the Principal, or its subcontractors, or their respective heirs, executors, administrators, successors or assigns, shall fail to pay (a) any of the persons named in Section 9100 of the California Civil Code, (b) any amounts due under the California Unemployment Insurance Code with respect to work or labor performed under the Contract, or (c) any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the Principal and its subcontractors pursuant to Section 13020 of the California Unemployment Insurance Code with respect to such work or labor, then the Surety shall pay for the same, in an aggregate amount not exceeding the sum specified in this bond. In case suit is brought upon this bond, the Surety will pay reasonable attorney's fees to be fixed by the court.
2. This bond shall inure to the benefit of any of the persons named in Section 9100 of the California Civil Code so as to give a right of action to such persons or their assigns in any suit brought upon this bond.

PAYMENT (LABOR AND MATERIAL) BOND
(PAGE 2 OF 2)

3. The Surety, for value received, hereby stipulates and agrees that no change, extension of time, alterations, additions, omissions or other modifications to the terms of the Contract, or in the work to be performed or the material to be furnished under the Contract, or in the specifications or plans, whether or not made pursuant to the terms of the Contract, shall in any manner release either the Principal or Surety or affect the Surety's obligations on this bond, and it does hereby waive notice of any such changes, extensions, alterations, additions, omissions or other modifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named on the 22nd day of May, 2025.

PRINCIPAL:

CAT Tracking, Inc.
(Principal Name) (Seal)

By:

Pam Follmer
(Signature)

Pam Follmer, President
(Print Name and Title)

By:

Pam Follmer
(Signature)

Pam Follmer, Secretary
(Print Name and Title)

Principal Address and Telephone:

17 Commercial Ave.
Riverside, CA 92507
(951) 682-1494 Ext 203

SURETY:

Developers Surety and Indemnity Company
(Surety Name) (Seal)

By:

Susan C. Monteon
(Signature)

Susan C. Monteon, Attorney-in-Fact
(Print Name and Title)

By:

(Signature)

(Print Name and Title)

Surety Address and Telephone:

Developers Surety and Indemnity Company
17771 Cowan, Ste100, Irvine, CA 92614
(949) 263-3300

Affix Corporate Seals

Attach Notary Acknowledgments for All Signatures

Attach Power-of-Attorney if Executed by Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Riverside

On 05/22/2025 before me, Shannon Lang, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared Pam Follmer, President and Secretary

Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature

Signature of Notary Public

Shannon Lang

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Riverside

}

On May 22, 2025 before me, Janelle L. Tuominen, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared Susan C. Monteon

Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature

Janelle L. Tuominen
Signature of Notary Public

OPTIONAL

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☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

**POWER OF ATTORNEY FOR
COREPOINTE INSURANCE COMPANY
DEVELOPERS SURETY AND INDEMNITY COMPANY**
59 Maiden Lane, 43rd Floor, New York, NY 10038
(212) 220-7120

KNOW ALL BY THESE PRESENTS that, except as expressly limited herein, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, do hereby make, constitute and appoint:

Janelle L. Tuominen and Susan C. Monteon, of Riverside, CA

as its true and lawful Attorney-in-Fact, to make, execute, deliver and acknowledge, for and on behalf of said companies, as sureties, bonds, undertakings and contracts of suretyship giving and granting unto said Attorney-in-Fact full power and authority to do and to perform every act necessary, requisite or proper to be done in connection therewith as each of said company could do, but reserving to each of said company full power of substitution and revocation, and all of the acts of said Attorney-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This Power of Attorney is effective May 22, 2025 and shall expire on December 31, 2025.

This Power of Attorney is granted and is signed under and by authority of the following resolutions adopted by the Board of Directors of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY (collectively, "Company") on February 10, 2023.

RESOLVED, that Sam Zaza, President, Surety Underwriting, James Bell, Vice President, Surety Underwriting, and Craig Dawson, Executive Underwriter, Surety, each an employee of AmTrust North America, Inc., an affiliate of the Company (the "Authorized Signors"), are hereby authorized to execute a Power of Attorney, qualifying attorney(s)-in-fact named in the Power of Attorney to execute, on behalf of the Company, bonds, undertakings and contracts of suretyship, or other suretyship obligations; and that the Secretary or any Assistant Secretary of the Company be, and each of them hereby is, authorized to attest the execution of any such Power of Attorney.

RESOLVED, that the signature of any one of the Authorized Signors and the Secretary or any Assistant Secretary of the Company, and the seal of the Company must be affixed to any such Power of Attorney, and any such signature or seal may be affixed by facsimile, and such Power of Attorney shall be valid and binding upon the Company when so affixed and in the future with respect to any bond, undertaking or contract of suretyship to which it is attached.

IN WITNESS WHEREOF, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY have caused these presents to be signed by the Authorized Signor and attested by their Secretary or Assistant Secretary this March 27, 2023.

By: _____

Printed Name: Sam Zaza

Title: President, Surety Underwriting



ACKNOWLEDGEMENT:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF California

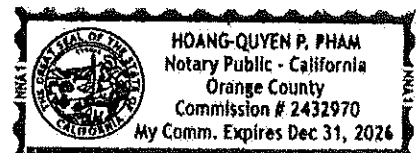
COUNTY OF Orange

On this 27 day of March, 2023, before me, Hoang-Quyen Phu Pham, personally appeared Sam Zaza who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to within the instrument and acknowledged to me that they executed the same in their authorized capacity, and that by the signature on the instrument the entities upon behalf which the person acted, executed this instrument.

I certify, under penalty of perjury, under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____



CORPORATE CERTIFICATION

The undersigned, the Secretary or Assistant Secretary of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, does hereby certify that the provisions of the resolutions of the respective Boards of Directors of said corporations set forth in this Power of Attorney are in force as of the date of this Certification.

This Certification is executed in the City of Cleveland, Ohio, this March 19, 2023.

DocuSigned by:

By: _____

Barry W. Moses

Barry W. Moses, Assistant Secretary

POA No. N/A

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Ed, 0323



**CITY OF LAGUNA HILLS
CALIFORNIA**

**PUBLIC WORKS PLANS
AND SPECIFICATIONS FOR
STREET NAME SIGNS PROJECT**

PROJECT NO. CIP 153

PREPARED FOR

**CITY OF LAGUNA HILLS
24035 EL TORO ROAD
LAGUNA HILLS, CA 92653**

PREPARED BY

**CITY OF LAGUNA HILLS
24035 EL TORO ROAD
LAGUNA HILLS, CA 92653**

April 2025

CITY OF LAGUNA HILLS
SPECIFICATIONS FOR
STREET NAME SIGNS PROJECT, CIP 153

Prepared Under the Supervision of:

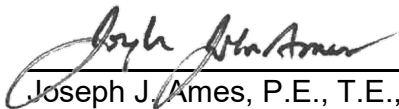


Raul O. Rodriguez, P.E., Principal Civil Engineer
R.C.E. No. 95104
Expiration Date 9/30/2025

04/01/2025

Date

Approved By:



Joseph J. Ames, P.E., T.E., City Engineer
R.C.E. No. 66999
Expiration Date 9/30/2026

04/01/2025

Date

CITY OF LAGUNA HILLS

**TABLE OF CONTENTS
FOR
STREET NAME SIGNS PROJECT, CIP 153**

NOTICE INVITING SEALED BIDS	NB-1
INSTRUCTIONS TO BIDDERS	IB-1
PROPOSAL DOCUMENTS	
Proposal.....	P-1
Bidders Information	P-3
List of Subcontractors	P-4
References	P-5
Contractor's Licensing Statement.....	P-6
Bid Bond	P-7
Non-Collusion Affidavit.....	P-9
Proposal Bid Sheets	P-10
Bidder's Certification of Acknowledgement of Compliance With Insurance	P-13
CONTRACT DOCUMENTS	
Contract Agreement.....	CA-1
Faithful Performance Bond.....	CA-4
Material and Labor Bond.....	CA-6
Compensation Insurance Certificate	CA-8
GENERAL SPECIFICATIONS	
Scope of Work	GS-1
Location of Work	GS-1
Time of Completion	GS-1
Traffic Requirements.....	GS-1
Utility Requirements.....	GS-1
Flow and Acceptance of Water	GS-3
Removal of Water	GS-3
Standard Specifications	GS-3
Resolution of Construction Claims	GS-6
SPECIAL PROVISIONS	
PART 1 - GENERAL PROVISIONS	SP-1
PART 2 – CONSTRUCTION MATERIALS.....	SP-28
PART 3 - CONSTRUCTION METHODS	SP-30
PART 4 - EXISTING IMPROVEMENTS	SP-32
APPENDICES	
S.C. Signs & Supplies LLC Street Signs Invoice	Appendix A
Proprietary Street Name Sign Design	Appendix B
Isometric View of Street Sign Mount	Appendix C
List of Street Name Signs	Appendix D
Encroachment Permit Application	Appendix E
County of Orange Standard Plan 1407 & 1417	Appendix F

CITY OF LAGUNA HILLS
NOTICE INVITING BIDS FOR CONSTRUCTION OF
STREET NAME SIGNS PROJECT, CIP 153

NOTICE IS HEREBY GIVEN that sealed bids for the Street Name Signs ("Project") in the City of Laguna Hills will be received at the Office of the City Engineer of the 24035 El Toro Road, Laguna Hills, until **2:00 p.m. on May 12, 2025**, at which time they will be publicly opened and read aloud.

PRE-BID MEETING: A pre-bid meeting will be held at the Laguna Hills Civic Center on **Thursday, April 24, 2025 at 10:00 a.m.** **Meeting Address: 24035 El Toro Road, Laguna Hills, California 92653.** The meeting is **not mandatory** but attendance is highly encouraged.

DESCRIPTION OF THE WORK: In general, the work is comprised of public works construction including citywide replacement of existing street name signs at non-signalized intersections with new street name signs and other miscellaneous improvements as shown on the plans and as required to complete the work.

AWARD OF CONTRACT: The City reserves the right after opening bids to reject any or all bids, to waive any informality (non-responsiveness) in a bid, or to make award to the lowest responsive, responsible bidder, and reject all other bids, as it may best serve the interest of the City. Within three (3) business days of bid opening, contractor must submit a revised bid bond with numerical dollar values, both in words and with digits of bid amount. Within five (5) working days after the date of the Notice of Apparent Low Bidder, the successful bidder will be required to submit required Contract Agreement and Insurance. Within ten (10) working days after the date of the Notice of Award, the successful bidder will be required to submit Bonds (Faithful Performance and Material and Labor) and Construction Schedule.

CONTRACTOR'S LICENSE CLASSIFICATION: The Contractor shall possess a valid **Class A Contractor's License**, or a combination of Class C Contractor's Licenses as necessary to perform the work, at the time of submitting bids, in accordance with provisions of Chapter 9, Division III of the California Business and Professions Code.

WAGE RATE REQUIREMENTS: The wage rates applicable to this Project are the State of California Department of Industrial Relations prevailing rates of per diem wages. In accordance with the provisions of Sections 1773.2 of the California Labor Code, copies of the general prevailing rate of per diem wages as determined by the State Director of Industrial Relations are available at City Hall, which shall be made available to any interested party upon request, or on the Internet at the State Department of Industrial Relations website (www.dir.ca.gov) under Statistics and Research. It shall be mandatory upon the Contractor to whom the contract is awarded and upon any subcontractor to pay not less than said specified rates to all workers employed by them in the execution of the contract. A copy of said rates shall be posted at each job site during the course of construction. The Contractor and all subcontractors shall comply with all provisions of the California Labor Code relating to prevailing wage rates, including Sections 1770–1781.

This Project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. The Department of Industrial Relations shall monitor and enforce compliance with applicable prevailing wage requirements for the contract. The reporting requirements may be found at <https://www.dir.ca.gov/Public-Works/Contractors.html>. The Contractor is responsible for complying with all requirements of the Department of Industrial Relations, including filing electronic payroll reports.

A contractor or subcontractor will not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work on a public works project unless registered with the Department of Industrial Relations pursuant to Labor Code Section 1725.5. It is not a violation of Labor Code Section 1771.1 for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and

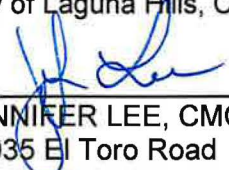
Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.

RETAINAGE FROM PAYMENTS: The Contractor may elect to receive 100 percent of payments due under the Contract Documents from time to time, without retention of any portion of the payments by the City, by depositing securities of equivalent value with the City in accordance with the provisions of Section 22300 of the Public Contract Code. If the Contractor chooses not to exercise its rights under Public Contract Code Section 22300, the full five percent (5%) retention will be deducted from all payments. The final retention will be authorized for payment thirty-five (35) days after the date of recordation of the Notice of Completion, if no stop notices have been filed. The City may withhold from release of the final retention amounts authorized under Public Contracts Code Section 7107 and/or 125% of amounts identified in any Stop Notices received by the City.

OBTAINING OR INSPECTING CONTRACT DOCUMENTS: Contract Documents may be inspected without charge at the Public Works Department, City Hall, 24035 El Toro Road, Laguna Hills, California 92653. Contract Documents are available in portable document form (PDF) on the City's website <https://lagunahillsca.gov/bids.aspx>. It is the contractor's responsibility to ensure they are on the City's Plan Holder's List and they obtain any addendums or clarifications that are issued by the City on the City's website prior to submitting a bid. For any questions regarding acquisition of Contract Documents, contact Julie Comella at jcomella@lagunahillsca.gov.

Dated this 1st day of April 2025.

City of Laguna Hills, California

BY 
JENNIFER LEE, CMC, CITY CLERK
24035 El Toro Road
Laguna Hills, CA 92653

Published: Saddleback Valley News

CITY OF LAGUNA HILLS
INSTRUCTIONS TO BIDDERS
FOR
STREET NAME SIGNS PROJECT, CIP 153

1. PROPOSAL FORMS

Bids shall be submitted in writing on the Proposal forms provided by the City of Laguna Hills (hereinafter "CITY" or "City"). All blank spaces in the bid forms must be correctly filled in and all information requested therein must be clearly and legibly set forth in the manner and form indicated. All spaces for bid prices and lump sum price for which the bid is made, must be filled in, in both words and figures. All prices and notations must be in ink or typewritten. No erasures will be permitted. Mistakes may be crossed out and corrections typed or written in ink adjacent thereto and must be initialed by the person or persons signing the bid. Bidder acknowledges and agrees that by failing to complete the bid forms in their entirety, as set forth above, the CITY may find the bidder's entire bid non-responsive and may cause the rejection of the bidder's proposal at the discretion of the CITY.

2. PROPOSAL GUARANTEE (BID BOND)

In accordance with Public Contract Code Section 20170, proposals must be accompanied by a proposal guarantee consisting of either cash, a cashier's check, a certified check or bid bond payable to the CITY in the minimum amount of ten percent (10%) of the total amount bid. Any proposal not accompanied by such a guarantee will not be considered. **IF A BIDDER TO WHOM A CONTRACT IS AWARDED FAILS OR REFUSES TO EXECUTE THE CONTRACT DOCUMENTS OR FURNISH THE REQUIRED INSURANCE POLICIES AND BONDS AS SET FORTH IN THOSE DOCUMENTS, THE PROPOSAL GUARANTEE SHALL BE FORFEITED TO THE CITY.** The proposal guarantees of all bidders will be held until the successful bidder has properly executed all Contract Documents.

3. NON-COLLUSION AFFIDAVIT

Bidder shall declare that the only persons or parties interested in the proposal as principals are those named therein; that no officer, agent, or employee of the CITY is personally interested, directly or indirectly, in the proposal; that the proposal is made without connection to any other individual, firm, or corporation making a bid for the same work; and that the proposal is in all respects fair and without collusion or fraud. The Non-Collusion Affidavit shall be executed and submitted with the proposal.

4. PROPOSAL BID SHEET

Bidders shall give unit prices for each and all of the items set forth. No aggregate bids will be considered. The bidder shall set forth for each item of work, in clearly legible figures, a unit item price and a total for the item in the respective spaces provided for this purpose. The quantities listed in the Bid sheets are supplied to give an indication of the general scope of work, but the accuracy of figures is not guaranteed and the bidder shall make his own estimates from the drawings. In case of a variation between the unit price and the totals shown by the bidder, the unit price will be considered to be the bid.

5. DELIVERY OF PROPOSAL

Proposals may be mailed or delivered by messenger. However, it is the bidder's responsibility alone to ensure delivery of the proposal to the hands of the CITY's designated official prior to the bid opening time deadline set forth in the "Notice Inviting Sealed Bids." Late proposals will not be considered and will be returned to the bidder unopened. Proposals shall be enclosed in a sealed envelope plainly marked on the outside, "STREET NAME SIGNS PROJECT, CIP 153 - DO NOT OPEN WITH REGULAR MAIL."

6. WITHDRAWAL OF PROPOSALS

A proposal may be withdrawn by a written request signed by the bidder. Such requests must be delivered to the CITY's designated official prior to the bid-opening time deadline set forth in the "Notice Inviting Sealed Bids". The withdrawal of a proposal will not prejudice the right of the bidder to submit a new proposal, provided there is time remaining to do so. Proposals may not be withdrawn after the bid opening without forfeiture of the proposal guarantee, except as authorized by state law. .

7. NONRESPONSIVE PROPOSALS

Unauthorized conditions, limitations, or provisions attached to a proposal will render it nonresponsive and may cause its rejection. The completed proposal forms shall be without inter-lineation, alterations, or erasures. Alternative proposals will not be considered unless specifically requested. No oral, telegraphic, or telephonic proposal, modification, or withdrawal will be considered.

8. TAXES

No mention shall be made in the proposal of Sales Tax, Use Tax, or any other tax, as all amounts bid will be deemed and held to include any such taxes that may be applicable. Bidder acknowledges and agrees that CITY shall not be responsible for the payment of any increase in Sales Tax, Use Tax, or any other tax that takes effect after award.

9. DISQUALIFICATION OF BIDDERS

In the event that any bidder acting as a prime contractor has an interest in more than one proposal, all such proposals will be rejected, and the bidder will be disqualified. This restriction does not apply to subcontractors or suppliers who may submit quotations to more than one bidder.

No contract will be executed unless the bidder is licensed in accordance with the provisions of the Business and Professions Code.

10. INTERPRETATION OF PLANS AND DOCUMENTS

If any person contemplates submission of a bid for the proposed contract and is in doubt as to the true meaning of any part of the plans, specifications or other proposed contract documents, or finds discrepancies in, or omissions from, the drawings or specifications, he or she may submit to the City Engineer a written request for an interpretation or correction thereof five (5) working days prior to the scheduled bid opening. The person submitting the request will be responsible for its prompt delivery. Any interpretation or correction of the proposed

documents shall be made only by addendum duly issued and copy of such addendum will be mailed or delivered to each person receiving a set of such documents. The City Engineer will not be responsible for any other explanation or interpretations of the proposed documents.

11. ADDENDA OR BULLETINS

The effect of all addenda to the Contract Documents shall be considered in the bid, and said addenda shall be made a part of the Contract Documents and shall be returned with them. Before submitting a bid, each bidder shall confirm as to whether or not any addenda have been issued, and failure to cover in this bid any such addenda issued, may render bid non-responsive and may result in its rejection by the CITY.

12. LEGAL RESPONSIBILITIES

All proposals must be submitted, filed, made, and executed in accordance with State and Federal laws relating to bids for contracts of this nature whether the same are expressly referred to herein or not.

Any bidder submitting a proposal shall by such action thereby agree to each and all of the terms, conditions, provisions, and requirements set forth, contemplated, and referred to in the Plans, Specifications, and Contract Documents, and to full compliance therewith.

13. AWARD OF CONTRACT

Following a review of the bids, the CITY shall determine whether to award the contract or to reject all bids. The award of contract, if made, will be to the lowest responsive-responsible bidder as determined solely by the CITY. At the time of contract award, the successful bidder shall hold a Class A Contractor's License, or a combination of Class C Contractor's License(s), as required to perform the work, issued by the State of California. Additionally, the CITY reserves the right to reject any or all proposals, to accept any bid or portion thereof, to waive any irregularity, and to take the bids under advisement for the period of time stated in the "Notice Inviting Sealed Bids", all as may be required to provide for the best interests of the CITY. In no event will an award be made until all necessary investigations are made as to the responsibility and qualifications of the bidder to whom the award is contemplated.

Within three (3) days of bid opening contractor must submit a revised bid bond with numerical dollar values, both in words and with digits of bid amount. Within five (5) working days after the date of the Notice of Apparent Low Bidder, the successful bidder will be required to submit required Contract Agreement and Insurance. Within ten (10) working days after the date of the Notice of Award, the successful bidder will be required to submit Bonds (Faithful Performance and Material and Labor). Submission of these documents shall be at the Low Bidder's sole cost and expense and shall not be made reimbursable by City. Award of Contract, if made, shall be solely the determination of the City Council.

No bidder may withdraw its proposal for a period of forty-five (45) days after the time set for opening thereof. However, the CITY will return all proposal guarantees within ten (10) days after the award of the contract or rejection of the bids, as the case may be, to the respective bidders whose proposals they accompany.

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14. PREVAILING WAGE RATES

The wage rates applicable to this Project are the State of California Department of Industrial Relations prevailing rates of per diem wages. In accordance with the provisions of Sections 1773.2 of the California Labor Code, copies of the general prevailing rate of per diem wages as determined by the State Director of Industrial Relations are available at City Hall, which shall be made available to any interested party upon request, or on the Internet at the State Department of Industrial Relations website (www.dir.ca.gov) under Statistics and Research.

It shall be mandatory upon the Contractor to whom the Contract is awarded and upon any subcontractor to pay not less than said specified rates to all workers employed by them in the execution of the Contract. A copy of said rates shall be posted at each job site during the course of construction. The Contractor and all subcontractors shall comply with all provisions of the California Labor Code relating to prevailing wage rates, including Sections 1770–1781.

This Project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. The Department of Industrial Relations shall monitor and enforce compliance with applicable prevailing wage requirements for this Agreement. The reporting requirements may be found at <https://www.dir.ca.gov/Public-Works/Contractors.html>. The Contractor is responsible for complying with all requirements of the Department of Industrial Relations, including filing electronic payroll reports.

A contractor or subcontractor will not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work on a public works project unless registered with the Department of Industrial Relations pursuant to Labor Code Section 1725.5. It is not a violation of Labor Code Section 1771.1 for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions Code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded. Contractor and its subcontractors shall maintain active registration with the Department of Industrial Relations for the duration of the Project.

A contractor or subcontractor will not be qualified to bid on, be listed in a bid proposal, subject to Section 6109 of the public Contract Code, or engage in the performance of any contract for public work on a public works project if the contractor or subcontractor is ineligible to perform work pursuant to Section 1777.1 or 1777.7 of the Labor Code.

The CITY will not recognize any claim for additional compensation because of the payment by the Contractor of any wage rate in excess of the prevailing wage rate or the Federal Minimum Wage Rate (whichever is greater) as set forth in the contract. The possibility of wage increases is one of the elements to be considered by the bidder in determining his bid, and will not under any circumstances be considered as the basis of a claim against the CITY on the Contract.

The Contractor and subcontractors shall comply with Section 1777.6 of the Labor Code which stipulates that it shall be unlawful to refuse to accept otherwise qualified employees as registered apprentices on any public works on any basis listed in Government Code Section

12940(a), as those bases are defined in Government Code Sections 12926 and 12926.1, except as provided in Labor Code Section 3077 and Government Code Section 12940.

15. WORKERS' COMPENSATION CERTIFICATE

Section 3700 of the Labor Code requires that every employer shall secure the payment compensation by either being insured against liability to pay compensation with one or more insurers or by securing a certificate of consent to self-insure from the State Director of Industrial Relations.

In accordance with this section and with Section 1861 of the Labor Code, the Contractor shall sign a Compensation Insurance Certificate which is included with the Contract Agreement, and submit same to CITY along with the other required Contract Documents, prior to performing any work. Reimbursement for this requirement shall be considered as included in the various items of work.

16. CLAYTON ACT AND CARTWRIGHT ACT

In accordance with Section 7103.5 of the Public Contract Code, in entering into a public works contract or a subcontract to supply goods, services or materials pursuant to a public works contract, the Contractor or subcontractor offers and agrees to assign to CITY all rights, and interest in and all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services, or materials pursuant to the public works contract or the subcontract. This assignment shall be made and become effective at the time the awarding body tenders final payment to the Contractor, without further acknowledgment by the parties.

17. SUBLETTING AND SUBCONTRACTING.

Pursuant to the Subletting and Subcontracting Fair Practices Act (commencing with Section 4100 of the Public Contract Code), bidders are required to list in their proposal the name business address, California contractor license number, and public works contractor registration number issued pursuant to Section 1725.5 of the Labor Code of each subcontractor who will perform work or labor or render services in or about the construction of the work or improvement or a subcontractor who specially fabricates and installs a portion of the work or improvement according to detailed drawings contained in the Plans and Specifications in excess of 1/2 of 1% of this prime Contractor's total bid or \$10,000, whichever is greater. If a subcontractor's California contractor license number or public works contractor registration number are submitted incorrectly in the bid, it will not be grounds for filing a bid protest or grounds for considering the bid nonresponsive if the corrected subcontractor's California contractor license number is submitted to CITY within 24 hours after the bid opening.

If the bidder fails to list a subcontractor for a portion of work or if the bidder lists more than one subcontractor of the same portion of work in excess of 1/2 of 1% of the total bid or \$10,000, whichever is greater, the bidder agrees that it is fully qualified to perform that portion of work itself, and that the bidder shall perform that portion of work itself. If after award of the contract, the bidder actually subcontracts that portion of work, except as provided in Public Contract Code Section 4107 or 4109, the bidder shall be subject to the penalties listed in

Section 4111 of the Public Contract Code. It is the CITY's intent for the Subletting and Subcontracting Fair Practices Act to apply to all phases of the work.

/

18. SUBSTITUTION OF SECURITIES

In conformance with Public Contract Code Section 22300, which is incorporated herein by this reference, the Contractor may substitute securities for any monies withheld by the CITY to ensure performance under the Contract or, in the alternative, may request payment of retention earned directly to an escrow agent.

At the request and expense of the Contractor, the Contractor has the option to deposit securities, which have been approved by the CITY, with a State or Federally chartered bank as the escrow agent or require the City to deposit 5% of each progress payment with the escrow agent. Said securities will be used as a substitute for retention earnings required to be withheld by the CITY, pursuant to the construction contract. Said securities shall have no obligation to any other construction contract for substitution of securities in lieu of retention. When the Contractor deposits the CITY approved securities with the escrow agent, the escrow agent shall notify the CITY within 10 calendar days of the deposit. Said securities shall be evaluated quarterly by the escrow agent to verify the current market value. If the current market value of said securities falls below the required amount, the escrow agent shall notify the Contractor and require additional securities and/or cash to be submitted for CITY approval, and be held in the escrow account to meet the Contractor's obligations. The escrow agent shall hold said securities until such time as the escrow agent receives written notification from the CITY that the Contractor has satisfactorily completed his Contract obligations.

The type of securities deposited and the method of release shall be approved by the City Attorney's office.

If the Contractor chooses not to exercise its rights under Public Contract Code Section 22300, the full five percent (5%) retention will be deducted from all payments. The final retention will be authorized for payment thirty-five (35) days after the date of recordation of the Notice of Completion, if no stop notices have been filed. The CITY may withhold from release of the final retention amounts authorized under Public Contracts Code Section 7107 and/or 125% of amounts identified in any Stop Notices received by the CITY.

19. BID DOCUMENT/PROPOSAL EDITS

No Proposer shall modify, edit, interlineate or change any portion of the Bid Proposal pages without the Agency's written issuance of a formal Addenda. Any Proposer that modifies, edits, interlineates or changes the Bid Proposal sheets with unauthorized changes shall be deemed to be a non-responsive Bidder.

BIDDER'S NAME: CAT TRACKING INC.

CITY OF LAGUNA HILLS

**PROPOSAL
FOR**

STREET NAME SIGNS PROJECT, CIP 153

TO CITY OF LAGUNA HILLS, as CITY:

In accordance with CITY's "Notice Inviting Sealed Bids", the undersigned BIDDER hereby proposes to furnish all materials, equipment, tools, labor, and incidentals required for the above stated project as set forth in the Plans, Specifications, and Contract Documents therefore, and to perform all work in the manner and time prescribed therein.

BIDDER declares that this proposal is based upon careful examination of the work site, Plans, Standard Specifications, Notice Inviting Sealed Bids, Instructions to Bidders, Proposal Documents, General Specifications, Special Provisions and Contract Documents. If this proposal is accepted for award, BIDDER agrees to enter into a contract with CITY at the unit and/or lump sum prices set forth in the following Proposal Bid Sheet. BIDDER understands that failure to enter into a contract in the manner and time prescribed will result in forfeiture to CITY of the Bid Security accompanying this proposal.

BIDDER understands that a bid is required for the entire work, that the estimated quantities set forth in the Proposal Bid Sheet are solely for the purpose of comparing bids, and that final compensation under the contract will be based upon the actual quantities of work satisfactorily completed. It is agreed that the unit and/or lump sum prices bid include all appurtenant expenses, taxes, royalties, and fees. In the case of discrepancies in the amounts bid, unit prices shall govern over extended amounts.

BIDDER agrees and acknowledges that it is aware of the provisions of Section 3700 of the Labor Code, which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and that the BIDDER will comply with such provisions of that code before the commencement of any work under this Contract, if awarded.

BIDDER certifies that in all previous contracts or subcontracts, all reports which may have been due under the requirements of any CITY, State, or Federal equal employment opportunity orders have been satisfactorily filed, and that no such reports are currently outstanding.

BIDDER declares that the only persons or parties interested in this proposal as principals are those named herein; that no officer, agent, or employee of the CITY is personally interested, directly or indirectly, in this proposal; that this proposal is made without connection to any other individual, firm, or corporation making a bid for the same work; and that this proposal is in all respects fair and without collusion or fraud.

BIDDER certifies that affirmative action has been taken to seek out and consider disadvantaged business enterprises for those portions of the work to be subcontracted, and that such affirmative actions have been carefully documented, that said documentation is open to inspection, and that said affirmative action will remain in effect for the life of any contract awarded hereunder.

Furthermore, BIDDER certifies that affirmative action will be taken to meet all equal employment opportunity requirements of the contract documents.

BIDDER'S NAME: CAT TRACKING INC.

DATE: May 12th, 2025

BIDDER'S ADDRESS: _____

BY: Pam Follmer
(Print Name)

17 COMMERCIAL AVE RIVERSIDE, CA 92507

(Signature)

PHONE: (951) 682-1494

TITLE: CEO

Note: See Attached Jurat

Subscribed and sworn to before me
this _____ day of _____, 20____

BY: Pam Follmer
(Print Name)

(Signature of Notary Public)

Pam Follmer
(Signature)

(Attach Jurat)

TITLE: President

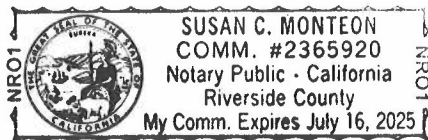
(SEAL)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on this 12th
day of May, 2025, by Pam Follmer

proved to me on the basis of satisfactory evidence to be the
person(s) who appeared before me.



(Seal)

Signature Susan C. Monteon

BIDDER'S INFORMATION

BIDDER certifies that the following information is true and correct:

Bidder's Name: CAT TRACKING INC.

Business Address: 17 COMMERCIAL AVE RIVERSIDE, CA 92507

Email: ESTIMATING@CATTRACKINGINC.COM

Telephone: (951) 682-1494

State Contractor's License No. and Class: 991122 (A, B, C-8, C-12, C-31, C-32)

Original Date Issued: 3/10/2014

Expiration Date: 3/31/2026

The following are the names, titles, addresses, and phone numbers of all individuals, firm members, partners, joint ventures, and/or corporate officers having a principal interest in this proposal:

Pam Follmer / CEO / 17 COMMERCIAL AVE RIVERSIDE CA, 92507 / (951) 682-1494

The dates of any voluntary or involuntary bankruptcy judgments against any principal having an interest in this proposal are as follows:

NOT APPLICABLE

All current and prior DBA's, alias, and/or fictitious business names for any principal having an interest in this proposal are as follows:

NOT APPLICABLE

Note: See Attached Jurat

Subscribed and sworn to before me
this ____ day of _____, 20____

(Signature of Notary Public)

BY: Pam Follmer
(Print Name)

Pam Follmer
(Signature)

TITLE: President

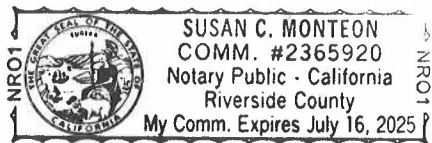
(SEAL)

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State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on this 12th
day of May, 2025, by Pam Follmer

proved to me on the basis of satisfactory evidence to be the
person(s) who appeared before me.



(Seal)

Signature Susan C. Monteon

BIDDER'S NAME: CAT TRACKING INC.

NOT APPLICABLE / NO SUBS FOR THIS PROJECT

LIST OF SUBCONTRACTORS (4100 PUBLIC CONTRACT CODE)

BIDDER proposes to subcontract certain portions of the work, and to procure materials and equipment from suppliers and vendors in excess of ½ of 1% of the total bid amount or ten thousand dollars (\$10,000), whichever is greater as follows (add additional pages as necessary) (Bidder must include all requested information):

Subcontractor Name: _____

Address: _____

License No. and Class: _____

DIR Registration No.: _____

Phone No.: _____ Email: _____

Percent of Total Contract: _____

Specific Scope of Work: _____

Subcontractor Name: _____

Address: _____

License No. and Class: _____

DIR Registration No.: _____

Phone No.: _____ Email: _____

Percent of Total Contract: _____

Specific Scope of Work: _____

Subcontractor Name: _____

Address: _____

License No. and Class: _____

DIR Registration No.: _____

Phone No.: _____ Email: _____

Percent of Total Contract: _____

Specific Scope of Work: _____

Subcontractor Name: _____

Address: _____

License No. and Class: _____

DIR Registration No.: _____

Phone No.: _____ Email: _____

Percent of Total Contract: _____

Specific Scope of Work: _____

BIDDER'S NAME: CAT TRACKING INC.

REFERENCES

The BIDDER shall provide the names, addresses, phone numbers, and e-mail addresses of three (3) references for which BIDDER has performed similar work within the past three years, with at least two (2) references being public agencies. Failure of the BIDDER to list the required references in the bid proposal, or the subsequent inability of the CITY to verify any provided references, shall result in the BIDDER being deemed non-responsive.

Agency Name: State of California - Department of Transportation
Address: 1727 30TH STREET SACRAMENTO CA, 95816
Phone No.: (949) 392-9229 Contact: Theo Pham
Description of Work: Wrong Way Delineation and sign installation

Agency Name: City Of Laguna Beach
Address: 479 Ocean Ave, Laguna Beach, CA 92651
Phone No.: (949) 497-0728 Contact: Josh McDonald, P.E.
Description of Work: Park Avenue Bike Lane Striping & Signage

Agency Name: State of California - Department of Transportation
Address: 1727 30TH STREET SACRAMENTO CA, 95816
Phone No.: (949) 279-8491 Contact: Nabil Ruda
Description of Work: Remove & Upgrade Existing Striping

DESIGNATION OF SURETIES

The following are the names, addresses, and phone numbers for all brokers and sureties from whom BIDDER intends to procure insurance and bonds:

Name: Developers Surety and Indemnity Company
Address: 17771 Cowan, Ste 100, Irvine, CA 92614
Phone No.: (949) 263-3300 Contact: Stephanie Shear

Name: _____
Address: _____
Phone No.: _____ Contact: _____

Name: _____
Address: _____
Phone No.: _____ Contact: _____

Name: _____
Address: _____
Phone No.: _____ Contact: _____

CONTRACTOR'S LICENSING STATEMENT

BIDDER certifies that the following is true and correct. The undersigned is licensed in accordance with the laws of the State of California providing for the registration of Contractors.

Contractor's License Number: 991122

DIR Registration No.: 1000011750

Name of Individual Contractor (Print or type):

CAT TRACKING INC.

Signature of Owner(s): _____

Business Address: 17 COMMERCIAL AVE, RIVERSIDE, CA

or

Name of Company: CAT TRACKING INC.

Business Address: 17 COMMERCIAL AVE, RIVERSIDE, CA

Officers:

Name: Pam Follmer Title: CEO

Name: _____ Title: _____

Name: _____ Title: _____

or

Name of Corporation: CAT TRACKING INC.

Business Address: 17 COMMERCIAL AVE, RIVERSIDE, CA

Corporation organized under the laws of the State of:

Pam Follmer

Name of President of Corp./ Company

Pam Follmer

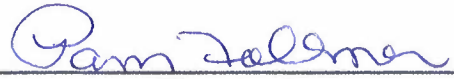
Name of Secretary of Corp./ Company

Note: See Attached Jurat

Subscribed and sworn to before me
this ____ day of _____, 20__

BY: Pam Follmer
(Print Name)

(Signature of Notary Public)


(Signature)

TITLE: President

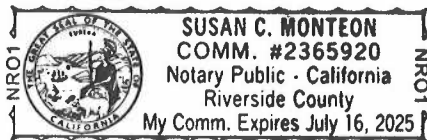
(SEAL)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on this 12th
day of May, 2025, by Pam Follmer

proved to me on the basis of satisfactory evidence to be the
person(s) who appeared before me.



(Seal)

Signature Susan C. Monteon

BIDDER'S BOND**KNOW ALL PERSONS BY THESE PRESENTS:**

THAT WHEREAS, CAT Tracking, Inc. (the "Principal") has submitted a
(NAME OF BIDDER)
bid (the "Bid") to the City of Laguna Hills, California (the "City") for construction of the
Street Name Signs Project, Project No. CIP 153 (the "Work"), as specifically set
(NAME OF PROJECT AND/OR DESCRIPTION OF WORK)
forth in documents entitled Street Name Signs Project, CIP 153,
(TITLE OF BID PACKAGE)
Dated: April 1, 20 25 (the "Specifications").

AND WHEREAS, the Principal is required to provide bidder's security in an amount equal to at least ten percent (10%) of the amount of the Bid and has chosen to satisfy this obligation by providing this bond.

NOW, THEREFORE, we, the Principal, and Developers Surety and Indemnity Company (the
(NAME OF SURETY)
"Surety"), an admitted surety insurer in the State of California, are held firmly bound unto the
Twenty-Three Thousand
City of Laguna Hills in the sum of Seven Hundred Thirty Two and 50 /100
DOLLARS (\$ 23,732.50), lawful money of
the United States of America, for the payment of which sum, well and truly be made, we bind
ourselves, our heirs, executors, administrators, successors, and assigns, jointly and
severally, firmly by these presents, this amount being ten percent (10%) of the total amount
of the Bid.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH THAT:

1. If (a) the City accepts the Bid and awards the Principal a contract for the Work, and (b) within the time and manner required under the Specifications or by law, after the prescribed forms are presented to the Principal for signature, the Principal executes a written contract for construction of the Work in accordance with the Bid and delivers the required faithful performance and payment bonds and insurance policies, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.
2. The Surety, for value received, hereby stipulates and agrees that the obligation of said Surety and its bond shall be in no way impaired or affected by any extension of the time within

which the City may accept such Bid; and said Surety does hereby waive notice of any such extension.

3. In the event suit is brought upon this bond by the City and judgment is recovered, as part of the obligation secured hereby and in addition to the face amount specified in this bond, the Surety shall pay all costs incurred by the City in such suit, including reasonable attorneys' fees to be fixed by the court.

IN WITNESS WHEREOF, this instrument has been duly executed by the Principal and Surety above named on the 21st day of May, 2025.

PRINCIPAL:

CAT Tracking, Inc.
 (Principal Name) (Seal)

By:


 (Signature)

Pam Follmer, President
 (Print Name and Title)

By:


 (Signature)

Pam Follmer, Secretary
 (Print Name and Title)

Principal Address and Telephone:

17 Commercial Ave.
Riverside, CA 92507
951-682-1494 Ext. 214

SURETY:

Developers Surety and Indemnity Company
 (Surety Name) (Seal)

By:


 (Signature)

Susan C. Monteon, Attorney-in-Fact
 (Print Name and Title)

By:

(Signature)

(Print Name and Title)

Surety Address and Telephone:

17771 Cowan, Suite 100
Irvine, CA 92614
949 263-3300

Affix Corporate Seals
Attach Notary Acknowledgments for All Signatures
Attach Power-of-Attorney if Executed by Attorney-in-Fact

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Riverside

On 05/21/2025 before me, Shannon Lang, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared Pam Follmer, President and Secretary
Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature Shannon Lang
Signature of Notary Public Shannon Lang

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Riverside }

On May 21, 2025 before me, Janelle L. Tuominen, Notary Public,
Date Insert Name of Notary exactly as it appears on the official seal

personally appeared Susan C. Monteon

Name(s) of Signer(s)



Place Notary Seal Above

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

Signature Janelle L. Tuominen
Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of the form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

RIGHT THUMBPRINT
OF SIGNER

Top of thumb here

Signer is Representing: _____

**POWER OF ATTORNEY FOR
COREPOINTE INSURANCE COMPANY
DEVELOPERS SURETY AND INDEMNITY COMPANY**
59 Maiden Lane, 43rd Floor, New York, NY 10038
(212) 220-7120

KNOW ALL BY THESE PRESENTS that, except as expressly limited herein, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, do hereby make, constitute and appoint:

Janelle L. Tuominen and Susan C. Monteon, of Riverside, CA

as its true and lawful Attorney-in-Fact, to make, execute, deliver and acknowledge, for and on behalf of said companies, as sureties, bonds, undertakings and contracts of suretyship giving and granting unto said Attorney-in-Fact full power and authority to do and to perform every act necessary, requisite or proper to be done in connection therewith as each of said company could do, but reserving to each of said company full power of substitution and revocation, and all of the acts of said Attorney-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This Power of Attorney is effective May 9, 2025 and shall expire on December 31, 2025.

This Power of Attorney is granted and is signed under and by authority of the following resolutions adopted by the Board of Directors of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY (collectively, "Company") on February 10, 2023.

RESOLVED, that Sam Zaza, President, Surety Underwriting, James Bell, Vice President, Surety Underwriting, and Craig Dawson, Executive Underwriter, Surety, each an employee of AmTrust North America, Inc., an affiliate of the Company (the "Authorized Signors"), are hereby authorized to execute a Power of Attorney, qualifying attorney(s)-in-fact named in the Power of Attorney to execute, on behalf of the Company, bonds, undertakings and contracts of suretyship, or other suretyship obligations; and that the Secretary or any Assistant Secretary of the Company be, and each of them hereby is, authorized to attest the execution of any such Power of Attorney.

RESOLVED, that the signature of any one of the Authorized Signors and the Secretary or any Assistant Secretary of the Company, and the seal of the Company must be affixed to any such Power of Attorney, and any such signature or seal may be affixed by facsimile, and such Power of Attorney shall be valid and binding upon the Company when so affixed and in the future with respect to any bond, undertaking or contract of suretyship to which it is attached.

IN WITNESS WHEREOF, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY have caused these presents to be signed by the Authorized Signor and attested by their Secretary or Assistant Secretary this March 27, 2023.

By: _____

Printed Name Sam Zaza

Title: President, Surety Underwriting



ACKNOWLEDGEMENT:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF California COUNTY OF Orange

On this 27 day of March, 2023, before me, Hoang-Quyen Phu Pham, personally appeared Sam Zaza, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to within the instrument and acknowledged to me that they executed the same in their authorized capacity, and that by the signature on the instrument the entities upon behalf which the person acted, executed this instrument.

I certify, under penalty of perjury, under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____



CORPORATE CERTIFICATION

The undersigned, the Secretary or Assistant Secretary of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, does hereby certify that the provisions of the resolutions of the respective Boards of Directors of said corporations set forth in this Power of Attorney are in force as of the date of this Certification.

This Certification is executed in the City of Cleveland, Ohio, this March 19, 2023.

DocuSigned by:

By: _____

Barry W. Moses

Barry W. Moses, Assistant Secretary

POA No. N/A

608415E7ADE548C...

DocuSign Envelope ID: 3352BFD6-5E9D-4796-837E-C1E455E6530F

Ed. 0323

BIDDER'S NAME: CAT Tracking, Inc.

NON-COLLUSION AFFIDAVIT TO BE EXECUTED
BY BIDDER AND SUBMITTED WITH BID

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

In conformance with Public Contract Code Section 7106, the party making the foregoing bid declares that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that such bid is genuine and not collusive or sham; that said bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

Any person executing this declaration on behalf of a bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on May 9, 2025 [date], at Riverside [city], California [state]."

Signed: 
Pam Follmer
President

Title

Note: See Attached Jurat

Subscribed and sworn to before me
this _____ day of _____, 20____.

Signature of Notary Public

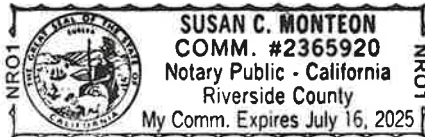
(SEAL)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on this 9th
day of May, 2025, by Pam Follmer

proved to me on the basis of satisfactory evidence to be the
person(s) who appeared before me.



(Seal)

Signature Susan C. Monteon

CITY OF LAGUNA HILLS
PROPOSAL BID SHEETS
FOR
STREET NAME SIGNS PROJECT, CIP 153

BID ITEMS 1-7:

Item	Description	Est. Quantity	Units	Unit Price	Total Cost
1	Mobilization (5% max of Subtotal)	1	LS	\$11,500.00	\$11,500.00
2	Purchase and Install Two Street Name Signs and One Blade Sign, Cross Saddle, Bracket, and Post Cap on Existing 2-7/8" Round Sign Post (EA means each location)	370	EA	\$350.00	\$129,500.00
3	Purchase and Install Two Street Name Signs and One Blade Sign, Cross Saddle, Bracket, and Post Cap on Existing 2" Square Telspar Sign Post (EA means each location)	30	EA	\$275.00	\$8,250.00
4	Remove Existing Street Name Signs from Existing Posts, Street Light Poles, or Stop Sign Posts	470	EA	\$50.00	\$23,500.00
5	Purchase and Install New 2" Square Telspar Sign Post, and Purchase and Install Two Street Name Signs and One Blade Sign, Cross Saddle, Bracket, and Post Cap on New 2" Square Sign Post (EA means each location)	70	EA	\$375.00	\$26,250.00
6	Remove Existing Posts, Existing Street Name Signs, and Existing Base at Signalized Intersections and locations as directed by City Engineer (EA means each location)	3	EA	\$1,275.00	\$3,825.00
7	Traffic Control Implementation	1	LS	\$34,500.00	\$34,500.00

TOTAL BID IN FIGURES:

\$ 237,325.00

TOTAL BID IN WORDS:

TWO HUNDRED THIRTY-SEVEN THOUSAND, THREE HUNDRED TWENTY FIVE DOLLARS

AND ZERO CENTS.

NOTE: THE ESTIMATED QUANTITIES SHOWN HEREIN ARE APPROXIMATE AND ARE TO BE USED ONLY AS COMPARISON OF BIDS. PAYMENT FOR QUANTITIES WILL BE MADE FOR ACTUAL MATERIALS USED ON THE JOB. THE CITY RESERVES THE RIGHT TO INCREASE OR DECREASE THE AMOUNT OF ANY QUANTITY SHOWN AND TO DELETE ALL OR ANY ITEM FROM THE CONTRACT. IF THERE IS A CONFLICT BETWEEN THE UNIT PRICE PROVIDED AND TOTAL COST, THE UNIT PRICE SHALL PREVAIL. IF THERE IS A CONFLICT BETWEEN THE "TOTAL BID FIGURES" AND THE "TOTAL BID IN WORDS", THE "TOTAL BID IN WORDS" SHALL PREVAIL.

CITY OF LAGUNA HILLS
PROPOSAL BID SHEETS
FOR
STREET NAME SIGNS PROJECT, CIP 153

PROPOSAL

IN WITNESS WHEREOF, BIDDER executes and submits this proposal with the names, titles, hands, and seals of all forenamed principals this 12th day of May, 2025.

BIDDER CAT TRACKING INC.

Subscribed and sworn to before me
this _____ day of _____, 20

(Signature of Notary Public)

(Attach Jurat)

(SEAL)

BY: Pam Follmer
(Print Name)


(Signature)

TITLE: President

CITY acknowledges that this proposal was received and opened at the time and in the place specified, and that it was accompanied by the required guarantee in the minimum amount of ten percent (10%) of the total bid.

By: _____

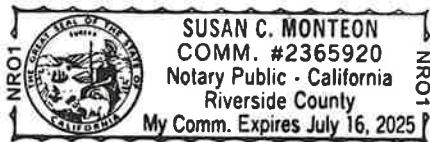
Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on this 12th
day of May, 2025, by Pam Föllmer

proved to me on the basis of satisfactory evidence to be the
person(s) who appeared before me.



(Seal)

Signature

Susan C. Monteon

BIDDER'S NAME: CAT TRACKING INC.

**BIDDER'S CERTIFICATION FOR
ACKNOWLEDGEMENT OF COMPLIANCE WITH INSURANCE
REQUIREMENTS FOR PUBLIC WORKS CONSTRUCTION
CITY OF LAGUNA HILLS**

BIDDER agrees, acknowledges and is fully aware of the insurance requirements as specified in the INSTRUCTIONS TO BIDDERS FOR STREET NAME SIGNS PROJECT, CIP 153 AND IN THE SPECIAL PROVISIONS FOR STREET NAME SIGNS PROJECT, CIP 153 and accepts all conditions and requirements contained therein.

CAT TRACKING INC.
Bidder

Alex Ferro
By

5/12/2025
Date

******* SUBMIT THIS EXECUTED FORM WITH THE BID**



CITY OF LAGUNA HILLS

April 29, 2025

SUBJECT: Addendum No. 1 to CIP 153, Street Name Signs Project

To All Bidders:

This Addendum No. 1 is being issued for the subject bid documents. The following changes have been made to the bid documents:

Section 3-8 SUBMITTALS hereby replaced in its entirety with:

Submittals shall be provided for all signage. Materials shall neither be furnished nor fabricated, nor shall any work for which submittals are required be performed before the required submittals have been reviewed and accepted by the City Engineer. The Contractor is hereby advised that this project requires the special fabrication of a decorative, custom, City logo blade in Appendix B and Appendix C, and as shown in the specifications. The decorative street name blade sign shall be identical to previously fabricated, sample, decorative street name blade sign, which is available for inspection by contacting the City of Laguna Hills (Raul Rodriguez, tel: 949-707-2659 or email: rrodriguez@lagunahillsca.gov). All sign layouts must be approved by the City prior to final production. The Contractor shall be responsible for providing a total of six (6) samples of the street name signs and decorative City logo blade to the City. The city will review and approve the samples for implementation prior to commencement of work. The specifications identified in Section 314-1 apply to all sign submittals.

Requests for Information:

1. Can a subcontractor's license be accepted in place of the primary one? Can C45 sign contractor license be added to the eligible licenses for this bid?

A C-45 sign contractor may be a prime contractor as this is a Public Works project. Section 7059(b)(1) of the Business and Professions Code states: "In public works contracts, as defined in Section 1101 of the Public Contract Code, the awarding authority shall determine the license classification necessary to bid and perform the project, in accordance with the classifications prescribed by this article and as set forth in Division 8 of Title 16 of the California Code of Regulations. In no case shall the awarding authority award a prime contract to a specialty contractor whose classification constitutes less than a majority of the project. When a specialty contractor is authorized to bid a project, all work to be performed outside of their license specialty, except work authorized by subdivision (a), shall be performed by a licensed subcontractor in compliance with the Subletting and Subcontracting Fair Practices Act (Chapter 4 (commencing with Section 4100) of Part 1 of Division 2 of the Public Contract Code)."

2. What are the exceptions for licenses concerning an out-of-state bidder?

There are no exceptions. This is a Public Works project as defined by the Public Contract Code, and as such all licensees must be licensed by the California State Licensing Board.

3. How many street name sign posts are in the City?

Please see Bid Item 4 on page P-10 in the specifications.

Bidders shall sign and include this page in their proposal in order for their bid to be considered responsive.

If you have any additional questions about this bid, please send your questions to Julie Comella at jcomella@lagunahillsca.gov.

Receipt Acknowledged:

Sincerely,



Joe Ames, P.E., T.E.
Public Works Director/City Engineer

By: Alex Ferro

Name: ALEX FERRO

Firm: CAT TRACKING INC.

CITY OF LAGUNA HILLS
GENERAL SPECIFICATIONS
FOR
STREET NAME SIGNS PROJECT, CIP 153

SCOPE OF WORK

The work to be performed and completed by Contractor consists of the city-wide replacement of existing street name signs at non-signalized intersections with new street name signs and all other incidental work in this specification document.

LOCATION OF WORK

The Project is city-wide at all non-signalized intersections, as shown on the plans.

TIME OF COMPLETION

The Contractor shall complete all work in every detail within ninety (90) working days after the date of the Notice to Proceed.

TRAFFIC REQUIREMENTS

The Contractor shall provide delineation in accordance with the latest updated version of the California Manual on Uniform Traffic Control Devices (MUTCD). The Contractor shall schedule the order of his work such that no travel lanes are closed before 8:30 A.M. or after 4:30 P.M. daily. A minimum of one through travel lane and all turning lanes in all directions shall be maintained during construction between 8:30 A.M. and 4:30 P.M. The same number of travel lanes currently in use (at the time of bid) shall be opened to traffic each and every day between 4:30 P.M. and 8:30 A.M. No work that interferes with public traffic shall be performed after 4:30 P.M. or before 8:30 A.M. No street closures shall be made. The traffic signal and traffic signal detectors shall remain operational during the construction until their replacement is scheduled within 5 days of disruption. Night work shall only be allowed with approved, written approval by the City Engineer, at the contractor's request, and shall be completed at no additional cost if approved.

Separation between travel lanes shall be accomplished by the use of delineators placed at a maximum of 15' on center. Traffic channelization at intersections shall be accomplished by the use of delineators placed at a maximum of 10' on center.

UTILITY REQUIREMENTS

The Contractor is advised of the existence of the utility notification service provided by UNDERGROUND SERVICE ALERT (USA). USA member utilities will provide the Contractor with the precise locations of their substructures in the construction area when the Contractor gives at least 48 hours notice to the Underground Service Alert by calling 1(800) 422-4133. Contractor shall provide the City with proof of contact with USA upon request.

The Contractor shall notify the following agencies at least 48 hours in advance of excavating around any of their structures. The utility companies listed below can be contacted as indicated.

NAME	ADDRESS	ATTENTION	Phone Number
AT&T	3939 E. Coronado St. Anaheim, CA 92807	Robert Fleisher	714/618-9129
OCTA	550 S. Main Street Orange, CA 92613-1584	Kyle Poff	714/560-5816
Southern California Edison	14155 Bake Parkway Irvine, CA 92718	Chris Schafer	949/458-4413
El Toro Water District	24251 Los Alisos Blvd. Lake Forest, CA 92630	Brian Miller	949/837-7050 Ext. 224
Gas Company	1919 South State College Anaheim, CA 92806	Andrew Alday	714/385-3377
Gas Company Southern Region Transmission	P. O. Box 1100 Chatsworth, CA 91313	Rosalyn Squires	818/701-4546
CR&R	P.O. Box 1100 San Juan Capistrano, CA 92693-1100	Mike Campuzano	949/254-1779
Saddleback Unified School District	25631 Diseno Drive Mission Viejo, CA 92691	Frank Manzo	949/580-3335
Moulton Niguel Water District	27500 La Paz Road Laguna Niguel, CA 92677	Steve Merk	949/425-3538
Cox Communication	27121 Towne Centre Drive Foothill Ranch, CA 92610	Reynaldo Castro	949/563-8889
Santa Margarita Water District	P. O. Box 7005 Mission Viejo, CA 92690-7005	Jaime Aguilar	949/459-6582
San Diego Gas & Electric	662 Camino de los Mares San Clemente, CA 92673	Attn: Dolphus D. Davis	949/369-4721

The California Public Utilities Commission mandates that, in the interest of public safety, main line gas valves be maintained in a manner to be readily accessible and in good operating condition. The Contractor shall notify the Southern California Gas Company (714) 634-3185 at least 2 working days prior to the start of construction.

The Contractor shall exercise extreme care to protect all existing utilities in place whether shown on the plans or not, and shall assume full responsibility for all damage resulting from his operations. The Contractor shall coordinate with each utility company as to the requirements and methods for protection of their facilities during the construction period, and shall be responsible for preparation and processing of any required plans or permits. The Contractor shall assume full responsibility to maintain uninterrupted service for all utilities.

By submitting a bid, the Contractor acknowledges the above referenced utility work to be done in conjunction with this Project. The Contractor shall schedule his work and conduct his operations so as to permit access and time for the required utility work to be accomplished during the progress of the work.

The Contractor shall coordinate with each utility company as to the extent of required work and the time required to do so. The Contractor shall include this time in his schedule. Payment for the above, if any, shall be deemed as included in the items of work as shown on the proposal bid sheet and no additional compensation will be allowed.

FLOW AND ACCEPTANCE OF WATER

It is anticipated that storm, surface or other waters will be encountered at various times and locations during the work herein contemplated. The Contractor, by submitting a bid, acknowledges that he has investigated the risk arising from such waters and has prepared his bid accordingly, and Contractor, by submitting a bid, assumes all of said risk.

REMOVAL OF WATER

The Contractor shall provide and maintain at all times during construction ample means and devices to promptly remove and properly dispose of all water entering the excavations or other parts of the work. No concrete footing or floor shall be laid in water nor shall water be allowed to rise over them until the concrete or mortar has set at least two (2) hours. Water shall not be allowed to rise unequally against any walls for a period of twenty-eight (28) days. Dewatering for the structures and pipelines shall commence when ground water is first encountered, and shall be continuous until such time as water can be allowed to rise in accordance with the above statement. Dewatering shall be accomplished by well points or some other method which will insure a dry hold and preservation of final lines and grade of the bottoms of excavation, all subject to the approval of the City Engineer.

Dewatering methods and disposal of water from dewatering operations shall be the sole responsibility of the Contractor and shall conform to the requirements of the State Regional Water Quality Control Board, the requirements of the National Pollution Discharge Elimination System (NPDES), and the Federal Clean Water Act. Full compensation for dewatering shall be considered as included in the contract prices paid for the related items of work, and no additional compensation will be allowed therefore.

STANDARD SPECIFICATIONS

The Standard Specifications of the City are contained in the 2018 edition of the STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, also known as the "Greenbook", including all supplements, as written and promulgated by the Joint Cooperative Committee of the Southern California Chapter of the American Public Works Association and the Southern California District of the Associated General Contractors of California, which is incorporated herein by this reference. Copies of these Standard Specifications are available from the publisher:

BNi Building News
Division of BNi Publications, Inc.
990 Park Center Drive, Suite E
Vista, California 92801
(760) 734-1113

The Standard Specifications set forth above will control the general provisions for this Contract except as amended by the Plans, General Specifications, Special Provisions, or other Contract Documents.

The section numbers of the following Special Provisions coincide with those of the said Standard Specifications. Only those sections requiring amendment, elaboration, addition, or that are specifying options are stated in the Special Provisions.

In case of conflict between the Standard Specifications and the General Specifications or Special Provisions, the General Specifications and Special Provisions shall take precedence over and be used in lieu of such conflicting portions of the Standard Specifications.

References in the Special Provisions to "CALTRANS Standard Specifications" shall mean the latest edition of the Standard Specifications of the State of California, Department of Transportation. Copies of these specifications and standard drawings may be obtained from:

California Department of Transportation
Publications Distribution Unit
1900 Royal Oaks Drive
Sacramento, California 95815-3800
Telephone (916) 263-0822
Fax (916) 263-0470

References in the Special Provisions to Standard Plans shall mean the Standard Plans for Public Works Construction, latest edition (written and promulgated by the Public Works Standards, Inc.), and, where applicable and as determined and selected by the City Engineer, those specific standard plans of the City of Laguna Hills, the County of Orange and/or the State Department of Transportation, latest editions.

Where the Plans or Specifications describe portions of the work in general terms, but not in complete detail, it is understood that the item is to be furnished and installed complete and in place and that only the best general practice is to prevail and that only materials and workmanship of the first quality are to be used. Unless otherwise specified, the Contractor shall furnish all labor, materials, tools, equipment and incidentals, and do all the work involved in executing the contract.

WAGE RATES AND LABOR CODE REQUIREMENTS

The City has determined that the work on this Project requires work of labor categories which are subject to the State of California Department of Industrial Relations prevailing rates of per diem wages.

Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. Contractor agrees to fully comply with all applicable federal and state labor laws (including, without limitation, if applicable, the Prevailing Wage Laws). It is agreed by the parties that, in connection with the work provided pursuant to the Agreement, Contractor shall bear all risks of payment or non-payment of prevailing wages under California law, and Contractor hereby agrees to defend, indemnify, and hold the City, its elected officials, officers, employees, and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. The foregoing indemnity shall survive termination of the Agreement.

Contractor understands and agrees to comply with the following California Labor Code compliance conditions [Labor Code Sections 1720 et seq., 1813, 1860, 1861, 3700]:

a) The Agreement is subject to the provisions of Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code relating to public works and the awarding public agency ("City") and Contractor agree to be bound by all the provisions thereof as though set forth in full herein.

b) Contractor shall be registered with the Department of Industrial Relations ("DIR") in accordance with California Labor Code Section 1725.5 and has provided proof of registration to City prior to the effective date of this Agreement.

c) Contractor agrees to comply with the provisions of California Labor Code Sections 1771, 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The applicable prevailing wage determination(s) may be obtained at (<http://www.dir.ca.gov/OPRUDPreWageDetermination.htm>), are on file with City, and are available to any interested party upon request. A copy of said rates shall be posted at each job site during the term of this Agreement.

d) Pursuant to California Labor Code Section 1771.4, Contractor's services are subject to compliance monitoring and enforcement by the Department of Industrial Relations. Contractor shall post job site notices as prescribed by DIR regulations and furnish the records specified in California Labor Code Section 1776 directly to the Labor Commissioner in the manner prescribed by California Labor Code Section 1771.4(a)(3) and (c)(2).

e) Eight (8) hours of labor shall constitute a legal day's work for all workmen employed in the execution of this Agreement, and the Contractor and any subcontractor shall comply with and be governed by the laws of the State of California having to do with working hours set forth in Division 2, Part 7, Chapter 1, Article 3 of the California Labor Code. Contractor shall comply with the provisions of California Labor Code Section 1813 concerning penalties for workers who work excess hours. Contractor shall, as a penalty to the City, forfeit twenty-five dollars (\$25) for each worker employed in the execution of this Agreement by the Contractor or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the California Labor Code. (See, e.g., Cal. Labor Code §1815.)

f) Pursuant to California Labor Code Section 1771.1, Contractor and any subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the California Public Contract Code, or engage in the performance of any contract for public work on a public works project unless registered with the DIR and qualified to perform public work pursuant to California Labor Code Section 1725.2. It is not a violation of California Labor Code Section 1771.1 for an unregistered contractor to submit a bid that is authorized by California Business and Professions Code Section 7029.1 or by California Public Contract Code Section 10164 or 20103.5, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded. Contractor shall not perform any work under this Agreement with any subcontractor who is ineligible to perform work on the public works project pursuant to Section 1777.1 or 1777.7 of the California Labor Code.

Apprentices

Section 1777.5 requires the Contractor or Subcontractor employing tradesmen in any apprenticeable occupation to apply to an applicable apprenticeship committee that can supply apprentices to the site of the public works project and which administers the apprenticeship program in that trade for a certificate of approval. The certificate will also fix the ratio of apprentices to journeymen to be used in the performance of the Contract.

The Contractor is required to make contributions to funds established for the administration of apprenticeship programs if he employs registered apprentices or journeymen in any apprenticeable trade and if other Contractors on the public works site are making such contributions.

Information relative to apprenticeship standards, contributions, wage schedules and other requirements may be obtained from the State Director of Industrial Relations or from the Division of Apprenticeship Standards.

RESOLUTION OF CONSTRUCTION CLAIMS

California Public Contract Code (PCC) section 9204 as adopted by Assembly Bill 626 prescribes a process to present, confer, and mediate all construction claims relating to the City's public works project.

"Public works project" means the erection, construction, alteration, repair, or improvement of any public structure, building, road, or another public improvement of any kind.

"Claim" means a separate demand by the Contractor sent by registered mail or certified mail with return receipt requested for (A) a time extension, including, without limitation for relief from damages or penalties for delay assessed by a public entity under a contract for a public works project (B) payment of money or damages arising from work done by or on behalf of the Contractor pursuant to the contract for a public works project and payment for which is not otherwise expressly provided or to which the claimant is not otherwise entitled, or the amount the payment of which is disputed by the local agency. (PCC 9204(c)(1))

For any claim subject to this article, PCC section 9204 requires the following:

- a) The claim shall be submitted by the Contractor in writing, sent by registered mail or certified mail with return receipt requested and must include the documents necessary to substantiate the claim. Nothing in this subdivision is intended to extend the time limit or supersede notice requirements otherwise provided by contract for the filing of claims. However, upon receipt of a claim, the City, and the Contractor may, by mutual agreement, extend the time period provided by statute.
- b) For claims of all amounts, the City shall respond within 45 days of receipt of the claim, and provide the claimant a written statement identifying which portion of the claim is disputed and which portion of the claim is undisputed. If the City requires approval from the City Council, and the City Council does not meet within the 45-day period to respond, the City shall have up to three days to issue its response following the City Council meeting.
- c) For all portions of a claim determined to be undisputed, the City must process payment to the claimant within 60 days of issuing the City's written determination.
- d) If the claimant disputes the City's response, or if the City fails to respond within the time limits provided, the claimant may demand an informal conference to meet and confer for settlement of the issues in dispute. The demand must be sent in writing by registered or certified mail, return receipt requested. Upon receipt of a demand, the City must schedule a meet and confer conference within 30 days for settlement of the disputed claim.
- e) Within 10 business days following the conclusion of the meet and confer conference, if any portion of the claim remains in dispute, the City shall provide the claimant an addition written statement identifying the portion of the claim that is undisputed and the portion that remains in dispute.
- f) For all portions of a claim determined to be undisputed, the City must process payment to the claimant within 60 days of issuing the City's written determination.
- g) Any remaining undisputed portion of the claim, as identified by the Contractor in writing, shall be submitted to nonbinding mediation in which the parties share the cost evenly. The City and the claimant shall mutually agree on a mediator within 10 business days after the disputed portion of the claim has been identified in writing. If the parties cannot agree, each party shall select a mediator and those mediators shall jointly select a qualified, neutral third party to mediate the remaining undisputed claim. Each party shall bear the respective costs charged by its respective mediator in connection with the selection of the neutral mediator. If mediation is

unsuccessful, the parts of the claim remaining in dispute shall be subject to applicable procedures outside of PCC section 9204.

Unless otherwise agreed to by the City and the Contractor in writing, the mediation conducted pursuant to this section shall excuse any further obligation under PCC Section 20104.4 to mediate after litigation has been commenced.

PCC Section 9204 does not preclude the City from requiring arbitration of disputes under private arbitration or the Public Works Contract Arbitration Program if mediation under this section does not resolve the parties' dispute.

Should the City fail to respond to a claim, or fail to issue written statements as required, the Contractor's claim is deemed denied. A claim denied by reason of the City's failure to respond shall not constitute an adverse finding with regard to the merits of the claim or the responsibility or qualifications of the claimant.

Amounts not paid in a timely manner as required by PCC 9204 shall bear interest at seven percent per annum.

NOTICE OF THIRD-PARTY CLAIMS

In accordance with PCC Section 9201, the City will provide timely notification to Contractor of the receipt of any third-party claim relating to the Agreement. The Contractor agrees to reimburse the City for its reasonable costs incurred in providing such notice.

CLAYTON ACT AND CARTWRIGHT ACT

In accordance with Section 7103.5 of the Public Contract Code, in entering into a public works contract or a subcontract to supply goods, services or materials pursuant to a public works contract, the contractor or subcontractor offers and agrees to assign to the awarding body all rights, and interest in and all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services, or materials pursuant to the public works contract or the subcontract. This assignment shall be made and become effective at the time the awarding body tenders final payment to the contractor, without further acknowledgment by the parties.

CITY OF LAGUNA HILLS
SPECIAL PROVISIONS
FOR
STREET NAME SIGNS PROJECT, CIP 153

PART 1 - GENERAL PROVISIONS

SECTION 1 - TERMS, DEFINITIONS, ABBREVIATIONS AND SYMBOLS.

1-2 DEFINITIONS.

City	City of Laguna Hills
Board	City Council
Caltrans	California Department of Transportation
County	County of Orange
Engineer	City Engineer
Federal	United States of America
State	State of California
Contractor	Contractor, its workers, employees and agents
Project	STREET NAME SIGNS PROJECT, CIP 153

1-3 ABBREVIATIONS.

1-3.2 Common Usage. [Add the following to this section]:

MUTCD	Manual of Uniform Traffic Control Devices, including the California Supplement
OCPW	Orange County Public Works Department
SPPWC	Standard Plans for Public Works Construction
SSPWC	Standard Specifications for Public Works Construction
FHWA	Federal Highway Administration
HUD	Housing and Urban Development

1-7 AWARD AND EXECUTION OF CONTRACT.

Within three (3) days of bid opening contractor must submit:

- If a bid bond is submitted with a 10% of Bid designation for the amount as noted in the City Approved Bid Bond form, a revised Bid Bond with numerical dollar values, both in words and with digits, shall be submitted to the City within three (3) days of bid opening.

Within five (5) working days after the date of the Notice of Apparent Low Bidder, the Contractor shall execute and return the following documents to the City:

- All Insurance Requirements set forth herein
- Two (2) Original Signed Contract Agreements

Within ten (10) working days after the date of the Notice of Award, the Contractor shall execute and return the following documents to the City:

- Faithful Performance Bond
- Material and Labor Bond
- Construction Schedule
- Form W-9
- Encroachment Permit Application
- Construction Materials Submittals

FAILURE TO COMPLY WITH ALL OF THE ABOVE WILL RESULT IN ANNULMENT OF THE AWARD AND FORFEITURE OF THE PROPOSAL GUARANTEE AT THE SOLE DISCRETION OF City.

The Contract Agreement shall not be considered binding upon the City until executed by the authorized City officials. A corporation to which an award is made may be required, before the Contract Agreement is executed by the City, to furnish evidence of its corporate existence, of its right to enter into contracts in the State of California, and that the officers signing the Contract and bonds for the corporation have the authority to do so.

1-7.2 Contract Bonds. [Replace section with the following]:

Both the Faithful Performance Bond and the Material and Labor Bond shall each be for not less than one hundred percent (100%) of the total Contract amount. The Material and Labor Bond shall remain in force until thirty-five (35) days after the date of recordation of the Notice of Completion. The Faithful Performance Bond will be held for one year after the date of recordation of the Notice of Completion.

Prior to the acceptance of any bond, the City shall verify that the surety is an admitted surety in the State of California. If requested by the City, the Contractor shall provide other information specified in the Code of Civil Procedure Section 995.660 to enable the City to verify the sufficiency of the bond.

Should any bond become insufficient, the Contractor shall correct the insufficiency within ten (10) calendar days after receiving notice from the City. The Contractor shall provide the City with evidence of the correction within ten (10) calendar days of said correction. Should any surety at any time be unsatisfactory to the City, written notice will be given to the Contractor to that effect. No further payments shall be deemed due or will be payable under the Contract until Contractor submits an acceptable bond from a surety accepted by the City. Changes to the work or extensions of time made pursuant to the Contract Agreement shall in no way release the Contractor or the surety from its obligations. Notice of such changes or extensions shall be waived by the surety.

SECTION 2 – SCOPE OF WORK.

2-1.1 Contract Documents. [Add the following to this section]:

The Contractor shall maintain a control set of Contract Documents on the Project site at all times. All final locations determined in the field, and any deviations from the Contract Documents, shall be marked in red on this control set to show the as-constructed conditions. Upon completion of all work, the Contractor shall return the control set to the Engineer. Final payment will not be made until this requirement has been met.

2-2 PERMITS. [Add the following to this section]:

Prior to the start of any work, the Contractor shall take out the applicable City and State permits and make arrangements for City and State inspections. Requests for inspections shall be made

to the City at least 24 hours in advance of need. The Contractor and all subcontractors shall each obtain any and all other permits, licenses, inspections, certificates, or authorizations required by any governing body or public utility. Payment for this work shall be included in the bid items of work and no additional compensation will be allowed. The City will waive the usual City encroachment permit fees.

Further, Contractor shall ensure that its employees, agents, contractors, and subcontractors conduct themselves in compliance with such laws and licensure requirements including, without limitation, compliance with laws applicable to nondiscrimination, sexual harassment, and ethical behavior throughout the duration of the Contract. Contractor shall not retain or employ an unlicensed subcontractor to perform work pursuant to this Contract. Contractor shall notify the City immediately and in writing of its employees', agents', contractors' or subcontractors' inability to obtain or maintain, irrespective of the pendency of any appeal, any such licenses, permits, approvals, certificate, waivers, and exemptions that may be required. Such inability shall be cause for termination of this Contract

2-3 RIGHT-OF-WAY. [Add the following to this section]:

The City will acquire all rights of way, easements and rights of entry as required for this Project. The Contractor shall verify that the acquisition(s) is completed prior to beginning any work outside of the public right of way. All cost for re-mobilization, downtime, etc. due to delays in obtaining the required rights of way, easements and rights of entry shall be included in all other items of work and no additional compensation will be allowed. In the event the required easements have not yet been acquired by the City, the Contractor shall conduct its operation so as to confine its work to the limits of the existing right-of-way.

2-4 COOPERATION AND COLLATERAL WORK. [Add the following]:

The Contractor is advised as to the possibility of other construction projects within the proposed construction zone by the City of Laguna Hills, other governing agencies or private enterprises. In the event of such projects, the Contractor shall coordinate with the applicable parties as to the extent of any time required to complete their work and shall schedule his work and conduct his operations so as to permit access and time as required for the concurrent work. The Contractor shall immediately notify the Engineer in the event of a delay in scheduling caused solely by this concurrent work. Payment for the above, if any, shall be deemed as included in various items of work, including any delay impacts, as shown on the proposal bid sheet and no additional compensation will be allowed.

2-8 EXTRA WORK.

2-8.2 Payment.

2-8.3 Markup.

(a) **Work by Contractor.** [Add the following to this section]: The following percentages shall be the maximum added to the Contractor's costs and shall constitute the markup for all overhead and profits:

1) Labor	20%
2) Materials	15%
3) Equipment Rental	15%

4) Other Items and Expenditures 15%

To the sum of the costs and markups provided for in this subsection, 1 percent shall be added as compensation for bonding.

(b) **Work by Subcontractor.** [Add the following to this section]: When all or any part of the extra work is performed by a Subcontractor, the markup established in 3-3.2.3(a) shall be applied to the Subcontractor's actual cost of such work. A markup of 10 percent on the first \$5,000 of the subcontracted portion of the extra work and a markup of five (5) percent on work added in excess of \$5,000 of the subcontracted portion of the extra work may be added by the Contractor.

The markups mentioned hereinafter shall include, but are not limited to, all costs for the services of superintendents, project managers, timekeepers and other personnel not working directly on the change order and pickup or yard trucks used by the above personnel. These costs shall be reported as labor or equipment elsewhere except when actually performing work directly on the change order and then shall only be reported at the labor classification of the work performed.

The costs of rental equipment shall not exceed the equipment rental rates in the surcharge and Equipment Rental Rates, as published by the State of California Business, Transportation, and Housing Agency and the California Department of Transportation, Division of Construction for the current fiscal year.

2-10 DISPUTED WORK. [Add the following to this section]:

If the Contractor and the City are unable to reach an agreement on disputed work, the City may direct the Contractor to proceed as directed. The City shall have the option, at its own discretion, to pay for said work through unilateral change order executed by the City after conducting its own analysis of the reasonable costs thereof. Although not to be construed as proceeding under extra work provisions in Section 3-3, the Contractor shall keep and furnish records of disputed work in accordance with Section 3-3.

In any case where the Contractor believes extra compensation is due the Contractor for work or materials not clearly covered in the Contract, or not ordered by the City as "extra work", the Contractor shall notify the City in writing of the Contractor's intention to make claim for such extra compensation before the Contractor begins the work on which Contractor bases the claim. If such notification is not given, or the City is not afforded proper supporting documentation by the Contractor for keeping strict account of actual cost, then the Contractor shall be deemed to have waived the claims for such extra compensation. Such notice by the Contractor, and the fact that the City has kept account of the cost as aforesaid, shall not in any way be construed as proving the validity of the claim. The validity of the claim must be determined by the City. If the City determines that the claim is well founded, it shall be allowed and paid for as "extra work"; if the City determines that the claim is not well founded, it shall be disallowed and not paid.

SECTION 3 – CONTROL OF THE WORK.

3-10 SURVEYING.

3-10.3 Survey Services. [Add sub-section]:

The Contractor will provide the initial surveying and the initial construction staking, if required for the construction of this Project. The cost of any additional surveying and/or construction staking

primarily for the convenience of the Contractor and for replacement of stakes lost for any reason will be the responsibility of the Contractor. The Contractor shall make all requests in writing for construction stakes at least 48 hours in advance of the day required.

The Contractor shall be responsible for the finished work's conforming to the lines, grades and benchmarks given by the Engineer. The Contractor shall establish supplementary benchmarks, elevations, lines and grades and any other necessary controls which are not established by the Engineer and which are necessary to complete the work. Compensation for above work by the Contractor shall be included within the various items of work and no additional compensation will be allowed.

SECTION 4 - CONTROL OF MATERIALS

4-3 INSPECTIONS.

4-3.1 General. [Add the following to this section]:

The City will pay for inspection and materials testing. The Contractor shall pay for retests and re-inspections due to failure to meet Specifications. If the Contractor elects to work under this Contract more than 8 hours/day or more than 40 hours/week, Saturday, Sunday, or City holidays, it shall arrange with the Engineer for the required inspection service and pay the Special Inspection Fees as provided by the Material Inspector and City Engineer. When Special Inspection is required, the Contractor shall notify the City and pay inspection fees 24 hours in advance. A 24 hour advance notice will be given during working hours, exclusive of Saturday, Sunday or City holidays for the purpose of permitting the Engineer to make necessary assignments of his representatives. If the Contractor is directed by the City to work under this Contract more than 8 hours/day or more than 40 hours/week, the Special Inspection Fee requirements will be waived.

SECTION 5 – LEGAL RELATIONS AND RESPONSIBILITIES

5-1 LAWS AND REGULATIONS. [Add the following to this section]:

The Contractor, and all subcontractors, suppliers and vendors, shall comply with all City, State, and Federal orders regarding affirmative action to ensure equal employment opportunities and fair employment practices. Failure to file any report due under said orders will result in suspension of periodic progress payments.

The Contractor shall ensure unlimited access to the job site for all equal employment opportunity compliance officers.

5-3 LABOR.

5-3.3 Payroll Records. [Add the following to this section]:

Contractor shall comply with the provisions of California Labor Code Section 1776 which, among other things, require Contractor and each subcontractor to (1) keep accurate payroll records, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform the City of the location of the records. The Contractor is responsible for compliance with Section 1776 by itself and all of its subcontractors. Verified payroll records shall be submitted to the City by the tenth day of each month. Progress payments will be withheld pending receipt of any outstanding reports.

5-4 INSURANCE.

5-4.5 Compliance with Insurance Requirements. [Add the following to this section]:

Contractor shall obtain, maintain, and keep in full force and effect during the term of this Agreement, at its sole cost and expense, and in a form and content satisfactory to City, all insurance required under this section. Contractor shall not commence any work or services under this Agreement unless and until it has provided evidence satisfactory to City that it has secured all insurance required under this section. If Contractor's existing insurance policies do not meet the insurance requirements set forth herein, Contractor agrees to amend, supplement or endorse the policies to do so.

5-4.5.1 Types of Insurance Required. [Add the following to this section]:

As a condition precedent to the effectiveness of this Agreement, and without limiting the indemnity provisions set forth in this Agreement, Contractor shall obtain and maintain in full force and effect during the term of this Agreement, including any extension thereof, the following policies of insurance:

A. Commercial General Liability Insurance. Contractor shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Commercial General Liability Insurance (Insurance Services Office form CG 00 01) written on an occurrence basis with limits of at least two million dollars (\$2,000,000.00) per occurrence, four million dollars (\$4,000,000.00) in the general aggregate, and four million dollars (\$4,000,000.00) for completed operations aggregate. Defense costs shall be paid in addition to the limits. The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to the Agreement.

B. Automobile Liability Insurance. Contractor shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Automobile Liability Insurance (Insurance Services Office form CA 001) written on a per occurrence basis with limits of at least one million dollars (\$1,000,000.00) combined limit for each occurrence covering bodily injury and property damage. The policy shall specifically include coverage for owned, non-owned, leased, and hired automobiles.

C. Workers' Compensation Insurance. Contractor shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Workers' Compensation Insurance in at least the minimum statutory amounts, and in compliance with all other statutory requirements, as required by the State of California. Contractor agrees to waive and obtain endorsements from its workers' compensation insurer waiving all subrogation rights under its workers' compensation insurance policy against the City, its officials, officers, employees, agents and volunteers, and to require each of its subcontractors, if any, to do likewise under their workers' compensation insurance policies. Contractor shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Employer's Liability Insurance written on a per occurrence basis with limits of at least one million dollars (\$1,000,000.00) per accident for bodily injury or disease.

5-4.5.2 Acceptability of Insurers. [Add the following to this section]:

Insurance required by this section shall be issued by a licensed company authorized to transact business in the state by the Department of Insurance for the State of California with a current rating of A:-VII or better (if an admitted carrier), or a current rating of A:X or better (if offered by a

non-admitted insurer listed on the State of California List of Approved Surplus Line Insurers (LASLI), by the latest edition of A.M. Best's Key Rating Guide, except that the City will accept workers' compensation insurance from the State Compensation Fund. In the event the City determines that the work or services to be performed under this Agreement creates an increased or decreased risk of loss to the City, the Contractor agrees that the minimum limits of the insurance policies may be changed accordingly upon receipt of written notice from the City. Contractor shall immediately substitute any insurer whose A.M. Best rating drops below the levels specified herein.

5-4.5.3 Insurance Endorsements. [Add the following to this section]:

Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for written approval. Required insurance policies shall contain the following provisions, or Contractor shall provide endorsements on forms approved by the City to add the following provisions to the insurance policies:

A. The policy or policies of insurance required by this section for Commercial General Liability and Automobile Liability Insurance shall be endorsed to provide the following:

(1) Additional Insured: The City, its officials, officers, employees, agents and volunteers, shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement; and

(2) Additional Insured Endorsements: Additional insured endorsements shall not (1) be restricted to "ongoing operations", (2) exclude "contractual liability", (3) restrict coverage to "sole" liability of Contractor, or (4) contain any other exclusions contrary to the Agreement; and, the coverage shall contain no special limitations on the scope of protection afforded to additional insureds.

(3) Notice: The policy or policies of insurance required by this section for Commercial General Liability and Automobile Liability Insurance shall be endorsed to state that coverage shall not be suspended, voided, cancelled, or modified, or reduced in coverage or in limits, except after thirty (30) days prior written notice by First Class U.S. Mail, postage-prepaid, has been provided to the City. Notwithstanding the foregoing, if coverage is to be suspended, voided, or cancelled because of Contractor's failure to pay the insurance premium, the notice provided to City shall be by ten (10) days prior written notice.

B. For all policies of Commercial General Liability Insurance, Contractor shall provide endorsements for completed operations to effectuate this requirement.

5-4.5.4 Deductibles and Self-Insured Retentions.

Any deductible or self-insured retention must be approved in writing by the City in advance and shall protect the City, its officials, officers, employees, agents and volunteers, in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

5-4.5.6 Primary and Non-Contributing Insurance.

All policies of Commercial General Liability Insurance and Automobile Liability Insurance shall be primary and any other insurance, deductible, or self-insurance maintained by the City, its officials, officers, employees, agents or volunteers, shall not contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

5-4.5.7 Waiver of Subrogation.

All policies of Commercial General Liability and Automobile Liability Insurance shall contain or be endorsed to waive subrogation against the City, its officials, officers, employees, agents and volunteers, or shall specifically allow Contractor or others providing insurance evidence in compliance with the requirements set forth in this section to waive their right to recovery prior to a loss. Contractor hereby agrees to waive its own right of recovery against the City, its officials, officers, employees, agents and volunteers, and Contractor hereby agrees to require similar written express waivers and insurance clauses from each of its subcontractors.

5-4.5.8 Evidence of Coverage.

Concurrently with the execution of the Agreement, Contractor shall deliver certificates of insurance together with original endorsements affecting each of the insurance policies required by this section. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for written approval. The certificates of insurance and original endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced and not replaced immediately so as to avoid a lapse in the required coverage, Contractor shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies. Contractor shall promptly furnish, at City's request, copies of actual policies including all declaration pages, endorsements, exclusions and any other policy documents City requires to verify coverage.

5-4.5.9 Requirements Not Limiting.

Requirement of specific coverage or minimum limits contained in this section are not intended as a limitation on coverage, limits, or other requirements, or a waiver of any coverage normally provided by any insurance. Nothing in this section shall be construed as limiting in any way the indemnification provision contained in this Agreement, or the extent to which Contractor may be held responsible for payments of damages to persons or property.

5-4.5.10 Enforcement of Agreement (Non-Estoppel).

Contractor acknowledges and agrees that actual or alleged failure on the part of the City to inform Contractor of any non-compliance with any of the insurance requirements set forth in this section imposes no additional obligation on the City nor does it waive any rights hereunder.

5-4.5.11 Insurance for Subcontractors.

Contractor shall either: (1) include all subcontractors engaged in any work or services for Contractor relating to this Agreement as additional named insureds under the Contractor's insurance policies; or (2) Contractor shall be responsible for causing its subcontractors to procure and maintain the appropriate insurance in compliance with the terms of the insurance requirements set forth in this section, including adding the City, its officials, officers, employees, agents and volunteers, as additional insureds to their respective policies. All policies of Commercial General Liability Insurance provided by Contractor's subcontractors performing any work or services related to this Agreement shall be endorsed to name the City, its officials, officers, employees, agents and volunteers, as additional insureds. Contractor shall not allow any subcontractor to commence any work or services relating to this Agreement unless and until it has provided evidence satisfactory to City that the subcontractor has secured all insurance required under this section.

5-4.5.12 Other Insurance Requirements.

The following terms and conditions shall apply to the insurance policies required of Contractor pursuant to this Agreement:

A. Contractor shall provide immediate written notice to City if (1) any of the insurance policies required herein are terminated, cancelled or suspended, (2) the limits of any of the insurance coverages required herein are reduced, or (3) the deductible or self-insured retention is increased.

B. All insurance coverage and limits provided by Contractor and available or applicable to this Agreement are intended to apply to each insured, including additional insureds, against whom a claim is made or suit is brought to the full extent of the policies. Nothing contained in this Agreement or any other agreement relating to the City or its operations shall limit the application of such insurance coverage.

C. None of the insurance coverages required herein will be in compliance with the requirements of this section if they include any limiting endorsement which substantially impairs the coverages set forth herein (e.g., elimination of contractual liability or reduction of discovery period), unless the endorsement has first been submitted to the City and approved in writing.

D. Certificates of insurance will not be accepted in lieu of required endorsements, and submittal of certificates without required endorsements may delay commencement of the Project. It is Contractor's obligation to ensure timely compliance with all insurance submittal requirements as provided herein.

E. Contractor agrees to ensure that subcontractors, if any, and any other parties involved with the Project who are brought onto or involved in the Project by Contractor, provide the same minimum insurance coverage required of Contractor. Contractor agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Contractor agrees that upon request, all agreements with subcontractors and others engaged in the Project will be submitted to the City for review.

F. Contractor agrees to provide immediate written notice to City of any claim, demand or loss against Contractor arising out of the work or services performed under this Agreement and for any other claim, demand or loss which may reduce the insurance available to pay claims, demands or losses arising out of this Agreement.

5-4.5.13 Contractor's Liability; City Not Liable; Claims Resolution

A. Contractor's liability. The Contractor shall be responsible for any loss or damage that may occur to:

- The work or any part thereof;
- Any of the materials or other things used or employed in performing the work;
- Any injury to any person or persons, either workers or the public;
- Any damage to property resulting from any cause which might have been prevented by the Contractor, including defects or obstructions at any time before completion of the work and its final acceptance.

B. City ordered precautions. If, in the opinion of the City Engineer, the precautions taken by Contractor are not safe or adequate at any time during the term of the Contract, the City Engineer may order the Contractor to take further precautions, and if the Contractor shall fail to do so, the City Engineer may order the work done by others and charge the Contractor for the cost thereof, such cost to be deducted from any moneys due or becoming due the Contractor. Failure of the City Engineer to order such additional precautions, however, shall not relieve the Contractor from his full responsibility for public safety.

C. City not liable. The City shall not be answerable or accountable in any manner, for any loss or damage that may occur to any of the following from any cause which might have been prevented by the Contractor:

- The work or any part thereof;
- Any of the materials or other things used or employed in performing the work;
- Any injury to any person or persons, either workers or the public;
- Any damage to property.

D. Claims Resolution. From time to time during the period of this contract, the City and/or the Contractor may be served with third-party claims, as a result of alleged conduct by Contractor. The following procedures shall be followed by City and Contractor:

For claims received by Contractor:

(1) Contractor shall provide City on a monthly basis details regarding any claim for damages to persons or property, including, date claim made, date of alleged damages, type of damages, alleged cause of damages and, as claims are resolved, details regarding Contractor's denial or payment of such claim and the reasons for denial or payment.

(2) Contractor shall resolve or deny any claim received within thirty (30) days of receipt. If Contractor is unable to resolve a claim within the thirty (30) days set forth above, it shall, prior to the expiration of the thirty (30) days request and extension in writing from the City.

For claims received by City:

(1) City shall process any claims received pursuant to Chapter 3-12 (Claims Against the City) of the Laguna Hills Municipal Code.

(2) If after investigation of the claim, the City determines the Contractor is liable under this Contract, City shall tender the claim to the Contractor for proper handling and resolution.

E. Retention of Claimed Damages by City. The City may retain so much of the money due the Contractor under and by virtue of the Contract as shall be considered necessary by the City until disposition has been made of such suits or claims for damages aforesaid.

5-7 SAFETY.

5-7.1.3 Traffic and Access. [Add the following to section]:

When entering or leaving roadways carrying public traffic, the Contractor's equipment, whether empty or loaded, shall in all cases yield to public traffic.

The Contractor shall notify in writing all affected property owners of the proposed construction schedule a minimum of forty-eight (48) hours, but not more than seventy-two (72) hours, in advance of any limitation or closure of access to their property. Form of said notice shall be as approved by the Engineer and shall contain the date and time of the closure. In the event of delay, whether beyond the control of the Contractor or not, the Contractor shall notify all affected property owners as to the extent of the delay and his revised schedule. In the event of delay over 72 hours, the Contractor shall re-notify the property owners as described above. Payment for notification and coordination as per Section 7-10 as modified herein shall be included in the compensation paid for the various items of work and no additional compensation will be allowed. The "Notices" will be furnished by the Contractor.

Pedestrian access shall be maintained at all times during construction and shall be in accordance with the Americans With Disabilities Act.

5.7.2 Safety Orders.

5.7.2.1 General. [Add the following to this section]:

The Contractor shall comply with the provisions of any City ordinances or regulations regarding requirements for the protection of excavations and the nature of such protection.

In accordance with Section 6500 of the Labor Code, the Contractor is required to obtain a permit from the Division of Industrial Safety for any trench or excavation which is five feet or more in depth and into which a person is required to descend.

In accordance with Section 6705 of the Labor Code, prior to any excavation involving an expenditure in excess of twenty-five thousand dollars (\$25,000) for the excavation of any trench or trenches five (5) feet or more in depth, Contractor shall submit to Engineer a written detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches.

Prior to beginning of excavations requiring shoring, the Contractor shall designate in writing to the Engineer someone whose responsibility it is to supervise the Project safety measures and someone whose responsibility it is to supervise the installation and removal of sheeting, shoring and bracing.

In addition to shoring the excavations in accordance with the minimum requirements of Industrial Safety Orders, it shall be the Contractor's responsibility to provide any and all additional shoring

required to support the sides of the excavation against the effects of load which may exceed those desired by using the criteria set forth in the Industrial Safety Orders. The Contractor shall be solely responsible for any damages which may result from his failure to provide adequate shoring of the excavation under any and all of the conditions of loading which may exist or which may arise during construction of the Project.

In accordance with Section 7104 of the Public Contract Code, any public works contract which involves excavations that extend deeper than four feet below the surface shall provide as follows:

(a) That the Contractor shall promptly, and before the following conditions are disturbed, notify the City, in writing, of any:

(1) Material that the Contractor believes may be material that is hazardous waste, as defined in Section 25117 of the Health and Safety Code, which is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law.

(2) Subsurface or latent physical conditions at the site differing from those indicated by information about the site made available to bidders prior to the deadline for submitting bids.

(3) Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally as inherent in work of the character provided for in the contract.

(b) The local public entity shall promptly investigate the conditions, and if it finds that the conditions do materially so differ, or do involve hazardous waste, and cause a decrease or increase in the Contractor's cost of, or the time required for, performance of any part of the work shall issue a change order under the procedures described in the contract.

(c) That, in the event that a dispute arises between City and the Contractor whether the conditions materially differ, or involve hazardous waste, or cause a decrease or increase in the Contractor's cost of, or time required for, performance of any part of the work, the Contractor shall not be excused from any scheduled completion date provided for by the contract, but shall proceed with all work to be performed under the contract. The Contractor shall retain any and all rights provided either by contract or by law which pertain to the resolution of disputes and protests between the contracting parties.

5-7.2.2.1 Storage of Equipment and Materials in Public Streets. [Add the following section]:

The Contractor is required to, at his own expense, maintain and operate a work and storage area outside of the public right-of-way. In such case the Contractor shall submit to City written authorization from the owners of the subject property prior to occupation. Occupation of site without written authorization shall be grounds for immediate suspension of work. Location of site to be approved by City. Condition and operation of yard shall conform to these specifications. The Contractor shall assume full responsibility for all damage to the site resulting from his operations and shall repair and/or replace same, at his own expense, to the satisfaction of the owner of the subject property. The Contractor shall vacate site and return it to pre-Project condition within five (5) working days following application for Notice of Completion. The Contractor shall obtain a written release from the property owner accepting the condition of the vacated site and releasing the Contractor from any further clean-up or restoration work and shall submit a copy of such release to City. The Notice of Completion will not be issued until said release is submitted.

5-7.2.2.2 Street Closures, Detours, Barricades. [Add the following section]:

The Contractor shall perform lane closures and all traffic control operations in accordance with the applicable details in the California MUTCD, latest edition. No work shall be performed until the required lane closure traffic control has been installed and approved by the City. If the City does not feel that the Contractor is properly and safely implementing the MUTCD details, then work shall be stopped until such time as the Contractor can successfully remedy the deficiencies.

Portable delineators (traffic cones are not allowed), which conform to the California MUTCD, latest edition, shall be spaced as necessary for proper delineation of the travel way. The spacing between delineators shall not exceed 25 feet. The minimum lane transitions shall be a 50 to 1 taper. Double base delineators will be required.

The Contractor shall schedule the order of his work such that no travel lanes are closed before 8:30 A.M. or after 4:30 P.M. daily. A minimum of one through travel lane and all turning lanes in all directions with flaggers will be required at all times. The same number of travel lanes currently in use shall be opened to traffic during non-working hours. No street closures shall be made unless indicated on the approved traffic control plans. The traffic signal and traffic signal detectors shall remain operational continuously during the construction, and traffic loops that require replacement shall be disrupted no more than 5 calendar days before their replacement. **No weekend work (day or night) will be allowed, unless otherwise specified on the Plans or as approved by the City.**

The Contractor shall provide, at his expense, advanced warning signs advising the public of the impending major construction project and his proposed schedule. Said signs shall be posted at all major approaches to the construction zones a minimum of one week prior to the start of construction.

The Contractor shall designate at least one worker solely for the provision and maintenance of traffic control.

The Contractor shall be responsible for providing temporary access to all intersecting streets and driveways throughout the workday and at the end of each workday. A minimum of one access point shall be maintained for each commercial business during their normal business hours. **Pedestrian access shall be maintained at all times and temporary and permanent pedestrian access shall be in accordance with the Americans with Disabilities Act.**

The Contractor shall provide and maintain all other signs, barricades, pedestals, flashers, delineators and other necessary facilities for the protection of the public within the limits of the construction area and shall be maintained in a new or like new condition, free of damage and graffiti.

If the traffic delineators are damaged, displaced or not in an upright position, from any cause, said delineators shall immediately be replaced or restored to their original location, in an upright position, by the Contractor.

The Contractor shall furnish competent flagmen to give adequate warning to traffic or to the public of any dangerous conditions to be encountered. Flagmen, while on duty and assigned to give warnings to the public that the highway is under construction and of any dangerous conditions to be encountered as a result thereof, shall perform their duties and shall be provided with the necessary equipment in accordance with the California MUTCD. The equipment shall be furnished and kept clean and in good repair by the Contractor, at Contractor's expense.

Should the Contractor appear to be neglectful or negligent in furnishing warning and protective measures as provided, the Engineer may direct attention to the existence of a hazard and the

necessary warning and protective measures shall be furnished and installed by the Contractor at its own expense. Should the Engineer point out the inadequacy of warning and protective measures, such action on the part of the Engineer shall not relieve the Contractor from responsibility for public safety or abrogate his obligation to furnish and pay for these devices.

Where on-street parking is allowed, the Contractor shall be required to post "Temporary No Parking" signs 48 hours prior to start of work. The Contractor will furnish the notification to property owners as mentioned in Section 7-10.1 and the "Temporary No Parking" signs.

No construction activities will be allowed on streets that are receiving trash pick-up services on the same day. A copy of the CR&R Waste Collection Map is available on the City's website. The Contractor shall coordinate with the trash hauler in preparing the construction schedule. The Contractor shall provide a map showing the schedule of the work, which should coordinate with the trash and mail schedule, to the City at the preconstruction meeting.

Contractor shall notify the following entities at least forty-eight (48) hours in advance of any street closure or restriction to access.

1. Fire Department: Orange County Fire Authority, (714) 573-6000
2. Police Department: Orange County Sheriff's Department, (714) 647-7000
3. School Districts: Saddleback Valley Unified: (949) 586-1234, Capistrano Unified: (949) 489-7000
4. Trash Collection: CR&R, (877) 728-0446
5. Street Sweeping: Sweeping Corp of America, (949) 413-0165
6. Transit Operations: Orange County Transportation Authority (OCTA), (714) 560-6282
7. Fire Department: Station 22, (949) 770-6016
8. Mail Service: US Postal Service

The City Engineer may add additional entities to this list at his discretion.

All existing stop signs, street name signs and regulatory signs shall be maintained in visible locations during construction. Where construction detours and signing conflict with existing signing, the Contractor shall cover existing signs in a manner approved by the City. The Contractor shall also provide temporary traffic restriping, or reflective white or yellow plastic tabs, at the conclusion of each working day, if not sooner, as directed by the City, for any centerline, painted median or lane line that is obliterated by construction.

The Contractor shall also be responsible for notifying adjacent businesses, residents (of affected residential tracts), and entities listed above, in writing seven (7) days in advance of any work that involves limited access. Said notice shall be reviewed and approved by the City in advance of its circulation. Contractor shall provide verification to the City that proper circulation of the notice has been accomplished.

The Contractor shall maintain a 24-hour emergency service to remove, install, relocate, and maintain warning devices. No later than 10 days after the award of the Contract, the Contractor shall furnish to the City, names, and telephone numbers of three persons responsible for this emergency service. In the event these persons do not promptly respond when notified, or it becomes necessary to call other forces to accomplish emergency service, the Contractor will be responsible for any cost incurred.

Prior to the start of each work day, the Contractor shall perform all necessary work incidental to and commensurate with the proper signing, detouring, barricading, etc., heretofore and hereinafter specified that is required for that particular day's schedule of operations. No construction shall be permitted until such signing and detouring operations have been completed and approved by the City.

Personal vehicles of the Contractor's employees shall only be parked in an allowed area as delineated by the City, and shall not be parked on the traveled way at any time, including any section closed to public traffic.

Flashing Arrow Signs:

Each flashing arrow sign shall be solar powered, mounted on a truck or on a trailer and shall be capable of operating while the vehicle is moving or as directed by the City.

Signs mounted on the cab of a truck shall be mounted to provide a minimum of 7 feet between the bottom of the sign and the roadway. Signs mounted on a trailer, or on anything other than the cab of a truck, shall be mounted to provide a minimum of 8 feet between the bottom of the sign and the roadway.

The total weight of trailer mounted flashing arrow sign including the trailer, sign, power source and other components shall not exceed 1,500 pounds and the height of the level trailer bed shall be no higher than 21 inches above the roadway. The trailer shall be equipped with a minimum of 3 leveling jacks.

Alternative types of lamps may be used in flashing arrow signs if visibility is equal to the specified lamps. Each type AX flashing arrow sign shall be a minimum of 2 feet high and 4 feet wide, and shall be finished with flat black enamel. A minimum of 13 No.4414AX 12-volt, yellow or amber lamps shall be installed in the panel. The lamp configuration shall be for 3 arrowheads or an arrow shaft with 2 arrowheads, one pointing in each direction on the face of the sign with a minimum of 5 lamps forming each arrowhead. Each lamp shall be provided with a visor.

The lamp shall be activated by a switch on a control panel and shall be controlled by electronic circuitry to provide a minimum of 4 selectable modes of operation as follows:

1. Pass Left Mode, - Sequencing of lighted arrowheads or sequencing the lamps forming the arrow shaft and arrowhead to the left or a flashing left arrow with the lamps in the arrow shaft and arrowhead flashing on and off simultaneously.
2. Pass Right Mode, - Sequencing of lighted arrowheads or sequencing the lamps forming the arrow shaft and arrowhead to the right or a flashing right arrow with the lamps in the arrow shaft and arrowhead flashing on and off simultaneously.
3. Simultaneous Mode, - Either the outside arrowheads pointing in opposite directions are continuously illuminated, except for the center lamp forming each arrowhead, while the arrow shaft lamps flash on and off simultaneously or the outside arrowhead pointing in opposite directions and the arrow shaft lamps all flash simultaneously to indicate passing on either side.
4. Travel Mode, - Travel or caution mode shall flash in a manner not resembling any other mode.

Lane Requirements:

There shall be a minimum of 5' clearance from open excavations and two feet from other obstructions (curbs, k-rail, etc). All lanes shall be open to traffic during non-working hours.

The Contractor shall be required to use flashing arrow signs at all lane closures to direct travel and appropriate detour signing to control traffic through and/or around the construction area.

The Contractor shall also ensure that access to all side streets and driveways are maintained at all times. Work in front of or within driveways and side streets shall be conducted in a manner where at no time is access to property denied. Portions of driveway approaches that are not ready to be opened for traffic at the end of the workday shall be steel plated per the requirements noted in the previous paragraph. The Contractor shall use temporary AC surfacing at his own expense for traffic control as required to maintain traffic in a safe non-disruptive manner.

SECTION 6 - PROSECUTION AND PROGRESS OF WORK

6-1 CONSTRUCTION SCHEDULE AND COMMENCEMENT OF WORK.

6-1.0 General. [Add the following section]:

The Contractor's proposed Construction Schedule shall be submitted to the Engineer within ten (10) working days after the date of the Notice of Award of Contract. The schedule shall be supported by written statements from each supplier of materials or equipment indicating that all orders have been placed and acknowledged, and setting forth the dates that each item will be delivered. The schedule shall establish the order of work which minimizes disruption of existing travel lanes.

Prior to issuing the Notice to Proceed, the Engineer will schedule a preconstruction meeting with the respective Contractor to review the proposed Construction Schedule and delivery dates, arrange the utility coordination, discuss construction methods, and clarify inspection procedures.

The Contractor shall submit periodic Progress Reports to the Engineer by the tenth day of each month. The report shall include an updated Construction Schedule. Any deviations from the original schedule shall be explained. Liquidated damages will be assessed pending receipt of any outstanding reports, as set forth in Section 6-9.1 below.

6-1.3 Construction Schedule (Critical Path Method) [Add the following section]:

The Contractor shall submit to the Engineer practicable critical path method (CPM) progress schedules in conformance with these Special Provisions. Whenever the term "schedule" is used in this section it shall mean CPM progress schedule illustrated by the Gantt Bar method. The schedule shall be prepared by qualified and experienced scheduling staff.

Schedules shall show the order in which the Contractor proposes to carry out the work with logical links between time-scaled work activities, and calculations made using the critical path method to determine the controlling operation or operations. The Contractor is responsible for assuring that all activity sequences are logical and that each schedule shows a coordinated plan for complete performance of the work.

The Contractor shall produce schedules using computer software and shall furnish compatible software for the Engineer's exclusive possession and use. The Contractor shall furnish network diagrams, narrative reports, tabular reports and schedule data as parts of each schedule submittal.

The number of activities shall be sufficient to assure adequate planning of the Project, to permit monitoring and evaluation of progress, and to do an analysis of time impacts.

Schedule activities shall include the following:

- A. A clear legible description.
- B. Start and finish dates.
- C. A duration of not less than one working day, except for event activities, and not more than 20 working days, unless otherwise authorized by the Engineer.
- D. At least one predecessor and one successor activity, except for Project start and finish milestones.
- E. Required constraints.
- F. Codes for responsibility, stage, work shifts, location and contract pay item numbers.

The Contractor may show a scheduled completion date that is later than the Contract completion date on an update schedule, after the baseline schedule is accepted. The Contractor shall provide an explanation for a late scheduled completion date in the narrative report that is included with the schedule.

The Engineer's review and acceptance of schedules shall not waive any Contract requirements and shall not relieve the Contractor of any obligation thereunder or responsibility for submitting complete and accurate information. Schedules that are rejected shall be correct by the Contractor and resubmitted to the Engineer within five (5) working days of notification by the Engineer, at which time a new review period of one week will begin.

Errors or omissions on schedules shall not relieve the contractor from finishing all work within the time limit specified for completion of the Contract. If, after, a schedule has been accepted by the Engineer, either the Contractor or the Engineer discovers that any aspect of the schedule has an error or omission, it shall be corrected by the Contractor on the next schedule.

Payment for the Project schedule and revisions/updates to the schedule shall be made under other items of work and no additional payment shall be made therefore.

6-1.4 Acceleration. [Add the following section]:

The City reserves the right to accelerate the work of the Contract at any time during its performance. In the event the City directs acceleration, such directive will be given to the Contractor in writing. The Contractor shall keep cost and other Project records related to the acceleration directive separately from the normal Project cost records and shall provide a written record of acceleration costs to the City on a daily basis.

In the event the Contractor believes that some action or inaction on the part of the City constitutes an acceleration directive, the Contractor shall immediately notify the City in writing that the Contractor considers the actions or inactions an acceleration directive. The Contractor shall not accelerate their work efforts until the City responds to the written notification. If acceleration is then directed or required by the City, all cost records referred to in the previous paragraph shall be maintained by the Contractor and provided to the City on a daily basis.

In order to recover additional costs due to acceleration, the Contractor must document that additional expenses were incurred and paid by the Contractor. Labor costs recoverable will only

be overtime or shift premium costs or the cost of additional laborers brought to the site to accomplish the accelerated work effort. Equipment costs recoverable will only be the cost of added equipment mobilized to the site to accomplish the accelerated work effort.

6-2 PROSECUTION OF THE WORK [Replace the first sentence the following:]

To minimize public inconvenience and possible hazard and to restore street and other work areas to their original condition and state of usefulness as soon as practicable, the Contractor shall diligent prosecute the Work to completion.

[Add to this section]

Construction Phasing/Scheduling Limitations:

- Construction Phasing:
 - Contractor shall submit a construction phasing plan to the City for review and approval prior to starting work. Phasing plans shall be prepared in accordance with the phasing requirements and the conditions included in the project specifications.
- Traffic Control:
 - Traffic Control setup at each location shall confirm to CA-MUTCD (Latest Edition) requirements and typical applications and shall be maintained on a daily basis by the contractor.
- Resident Access:
 - Contractor shall ensure that access is maintained in the morning and open by the end of each working day for each resident within the project limits. Working hours, as stated in Section 6-3, shall be maintained, and the contractor's operations shall be phased in such a manner to allow full access to residents during non-working hours.

6-3 TIME OF COMPLETION.

6-3.1 General. [Add the following to this section]:

The time for completion shall be as set forth in the General Specifications.

"The Contractor shall complete all work under the Contract within ninety (90) consecutive working days after the date on the Notice to Proceed.

The Contractor shall ensure the availability of all material prior to the start of work. Unavailability of material will not be sufficient reason to grant the Contractor an extension of time for 100 percent completion of work."

Working Days. "Any City holiday, defined as January 1st, the third Monday in January (Martin Luther King Day), the third Monday in February (President's Day), the last Monday in May (Memorial Day), July 4th, the first Monday in September (Labor Day), November 11th (Veterans Day), the fourth Thursday and Friday in November (Thanksgiving and Friday after), December 24th through December 31st."

Working Hours. Normal working hours are limited to 7:30 a.m. to 4:30 p.m., Monday through Friday.

The Contractor, subcontractors, suppliers, etc., shall not generate any noise at the work site, storage sites, staging areas, etc., before or after the normal working hours prescribed above.

Should the Contractor elect to work outside normal working hours, Contractor must first obtain special permission from the Engineer. The request may be for 4:30 p.m. to 6:30 p.m. on weekdays or 7:30 a.m. to 4:30 p.m. on Saturday only. A request for working during any of these hours must be made at least 72 hours in advance of the desired time period. A separate request must be made for each work shift. The Engineer reserves the right to deny any or all such requests. Additionally, the Contractor shall pay for supplemental inspection costs of \$205.00 per hour when such time periods are approved.

6-3.2 Contract Time Accounting. [Add the following to this section]:

The Contractor's activities shall be confined to the hours between 7:30 AM and 4:30 PM, Monday through Friday, excluding holidays, unless otherwise specified. Slurry seal application operations, if any shall terminate no later than 1:30 PM of each working day or at the determination of the Engineer. Slurry seal application operations shall occur within two (2) days after scheduled trash pickup days. Work shall be prohibited any time on Saturday, Sunday or Federal Holidays except as provided herein. Deviation from these hours will not be permitted without the prior consent of the Engineer, except in emergencies involving immediate hazard to persons or property.

In the event of either a requested or emergency deviation, inspection service fees will be charged against the Contractor. The service fees will be calculated at overtime rates (premium time) including benefits, overhead, and travel time and are established based on the City's current fee schedule or professional services agreement for construction inspection services. The service fees will be deducted from any amounts due the Contractor.

Construction activities during City Special Events may be restricted by City to exclude all or part of the work on primary arterial or access roads to the Special Events as determined by Engineer. The Contractor shall be responsible to ascertain the exact times of any such events within his proposed construction schedule which may restrict his operation and shall adjust his schedule accordingly. The construction restrictions shall only be for the actual days the events occur. All costs for maintaining traffic control, protection of work site and re-mobilization shall be deemed as included in the lump sum contract for their respective items and no additional compensation will be allowed.

6-3.3 Completion, Acceptance, and Warranty. [Add the following section]:

Work will be deemed completed on the same date when the Notice of Completion is recorded with the County of Orange.

6-4 DELAYS AND EXTENSIONS OF TIME

6-4.1 General [Add the following to the end of this section:]

No time extension shall be granted unless the claimed delay meets each and every of the following conditions:

- (a) The delay was caused by unforeseen events and was beyond the control of Contractor and its subcontractors and material suppliers;

- (b) The delay was caused by events of which Contractor was not advised at or before the time of bidding;
- (c) The delay impacted and delayed (i) the controlling items of Work (i.e., the as-built critical path, as determined from the as-planned schedule and the actual progress of the Work), or (ii) the Completion of the whole Work within the Contract time;
- (d) The delay was not caused by Contractor or its subcontractors or suppliers, including but not limited to their breaches of contract or the standard of care;
- (e) The delay was not associated with loss of time resulting from the necessity of submittals to CITY for approval, or from necessary CITY surveys, measurements, inspections and testing;
- (f) The delay was not caused by usual or common weather for the time of year, including usual or common severe weather; and
- (g) The delay could not have been prevented by the exercise of care, prudence, foresight, and diligence by Contractor.

Excusable delays may include acts of God, acts of public enemy, acts of the Owner or anyone employed by it, acts of another contractor in performance of a contract (other than this Contract) with the CITY, fires, floods, epidemics, quarantine restrictions, labor disputes, unusually and uncommonly severe weather for the time of year, unforeseen site conditions, or delays of subcontractors due to such causes. CITY shall take into consideration other relevant factors such as concurrent delays.

Contractor has the burden of proving that any delay was excusable, including but not limited to an analysis that establishes no concurrency.

No extension of time will be granted for an excusable delay caused by a shortage of materials unless the Contractor furnishes to the Engineer documentary proof that the Contractor has made every effort to obtain the materials from all known sources within reasonable reach of the Work in a diligent and timely manner, and further proof in the form of supplementary progress schedules that the inability to obtain the materials when originally planned did in fact cause a delay in final Completion of the entire Work which could not be compensated for by revising the sequence of the Contractor's operations. The term "shortage of materials" shall apply only to materials, articles, parts or equipment which are standard items and are to be incorporated in the Work. The term "shortage of materials" shall not apply to materials, parts, articles or equipment which are processed, made, constructed, fabricated or manufactured to meet the specific requirements of the contract. Only the physical shortage of material will be considered under these provisions as a cause for extension of time. Delays in obtaining materials due to priority in filling orders will not constitute a shortage of materials.

6-4.3 Payment for Delays [Replace paragraph with the following:]

To be compensable, an excusable delay must be one for which the CITY is responsible, where the delay was unreasonable under the circumstances involved, and where the delay was not within the contemplation of the parties; **however**, Contractor shall not be entitled to monetary compensation when (a) Contractor could have reasonably anticipated the delay and avoided or minimized the cost impacts of it, such as judicious handling of forces, equipment, or plant, (b) there was a concurrent delay which does not qualify for monetary compensation under this paragraph, (c) the cause of the delay was reasonably unforeseen by the CITY or the delay was caused by factors beyond the control of the CITY, including but not limited to a delay under

Section 2.2.8 above or a delay caused by a utility company's failure to perform despite CITY's reasonable arrangements for such performance; or (d) any other defense available to CITY under law or equity applies. Contractor has the burden of proving that any delay was excusable and compensable, including an analysis that establishes non-concurrency.

The Contractor may not seek damages for delay of a planned Completion of the Work before the contractual deadline for Completion of the Work.

6-9 LIQUIDATED DAMAGES. [Add the following to this section]:

It is agreed by the parties to the Contract that time is of the essence and that in the case that all the work is not complete before or upon the expiration of the time limit set forth, damage will be sustained by the City. For each consecutive calendar day in excess of the time specified for the completion of the work, the Contractor shall pay to the City \$2,500.00. In addition, the City shall have the right to charge to the Contractor and to deduct from payments for the work the actual cost to the City of engineering, inspection, superintendence, and other overhead expenses, which are directly chargeable to the Contract and which accrue during the period of such delay. The expenses and damages described above shall be deducted from any money due the Contractor under this contract. The Contractor and his sureties shall be liable for any excess cost.

6-9.1 Additional Liquidated Damages. [Add the following section]:

Additional liquidated damages will also be assessed in the amount of \$500.00 per calendar day for failure to follow a construction schedule or timely submit periodic progress reports as described in Section 6 of these Special Provisions.

Additional liquidated damages will also be assessed in the amount of \$500.00 per calendar day for failure to mobilize to the Project site within 10 working days of the date of the Notice of Proceed as specified in these Special Provisions.

Additional liquidated damages shall be assessed in the amount of \$1,000.00 per day for failure to restore damaged utilities within three (3) working days as specified in Section 5 of these Special Provisions.

SECTION 7 - MEASUREMENT AND PAYMENT

7-3 PAYMENT.

7-3.2 Partial and Final Payment. [Add the following to this section]:

The closure date for periodic progress payments will be five (5) working days prior to the first Monday of each month. The final progress payment will not be released until the Contractor returns the control set of Plans and Specifications showing the as-constructed conditions. The City shall withhold from the final payment \$15,000 in the event that the Contractor fails to return the control set of Plans and Specifications showing the as-constructed conditions.

SUBSTITUTION OF SECURITIES

In conformance with Public Contract Code Section 22300, the Contractor may substitute securities for any monies withheld by the City to ensure performance under the Contract Agreement.

At the request and expense of the Contractor, the Contractor has the option to deposit securities, which have been approved by the City, and deposited with a State or Federally chartered bank as the escrow agent. Said securities will be used as a substitute for retention earnings required to be withheld by the City, pursuant to the construction contract. The Contractor shall be the beneficial owner of any securities substituted for moneys withheld and shall receive interest thereon. Said securities shall have no obligation to any other construction contract for substitution of securities in lieu of retention. When the Contractor deposits the City approved securities with the escrow agent, the escrow agent shall notify the City within 10 calendar days of the deposit. Said securities shall be evaluated quarterly by the escrow agent to verify the current market value. If the current market value of said securities falls below the required amount, the escrow agent shall notify the Contractor and require additional securities and/or cash to be submitted for City approval, and be held in the escrow account to meet the Contractor's obligations. Said securities shall be held by the escrow agent until such time as the escrow agent receives written notification from the City that the Contractor has satisfactorily completed his contract obligations.

Alternatively, the Contractor may request and the City shall make payment of retention earned directly to the escrow agent at the expense of the Contractor. The Contractor may direct the investment of the payment into securities and the Contractor shall receive the interest earned on the investments upon the same terms provided for securities deposited by the Contractor.

The type of securities deposited and the method of release shall be approved by the City Attorney's office.

The full five percent (5%) retention will be deducted from all payments. The City shall hold retainage from the Contractor and shall make prompt and regular incremental acceptances of portions, as determined by the City, of the Contract work, and pay retainage to the Contractor based on these acceptances. The Contractor, or subcontractor, shall return all monies withheld in retention from a subcontractor within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the Contract work by the City. Federal law (49 CFR Section 26.29) requires that any delay or postponement of payment over 30 days may take place only for good cause and with the City's prior written approval. Any violation of this provision shall subject the violating Contractor or subcontractor to the penalties, sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to the Contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the Contractor, deficient subcontract performance, or noncompliance by a subcontractor.

The final retention will be authorized for payment thirty-five (35) days after the date of recordation of the Notice of Completion. . The City may withhold from release of the final retention amounts authorized under Public Contracts Code Section 7107 and/or 125% of amounts identified in any Stop Notices received by the City.

7-3.3 Delivered Materials. [Add the following to this section]:

Materials and equipment delivered but not incorporated into the work shall not be included in the estimate for progress payment.

7-3.4 Mobilization. [Add the following to this section]:

Mobilization shall consist of preparatory work and operations, including but not limited to those necessary for the movement of personnel, equipment, supplies, and incidentals to the Project site; for the establishment of all offices, buildings and other facilities necessary for the work on

this Project; and for all other work and operations which must be performed or cost incurred prior to beginning work on the various contract items on the Project site. Mobilization is deemed to include all aspects of mobilization and de-mobilization work occurring during the life of the Project for any reason.

Full compensation for mobilization shall be included in the Contract **LUMP SUM** price bid for **Mobilization** and shall include full compensation for all costs incurred by the Contractor for doing all the work involved in mobilization as specified herein, and no additional compensation will be allowed. Mobilization shall not exceed 5% of the entire bid, excluding mobilization and as shown in the Proposal Bid Sheet.

7-3.5 Contract Unit Prices.

7-3.5.1 General. [Replace with the following]:

If a change is ordered in an item of work covered by a Contract Unit Price, and such change does not involve substantial change in character of the work from that shown on the Plans or specified in the Specifications, then no adjustment in payment will be made regardless of the quantity of work performed.

If a change is ordered in an item of work covered by a Contract Unit Price, and such change does involve a substantial change in the character of the work from that shown on the Plans or specified in the Specifications, an adjustment in payment will be made per 7-3.7.

7-3.5.2 [Delete entire section]

7-3.5.3 [Delete entire Section]

7-3.7 Agreed Prices. [Replace with the following]:

Agreed Prices are prices for new or unforeseen work established by mutual agreement between the Contractor and the Agency. If mutual agreement cannot be reached, the Engineer may direct the Contractor to proceed on the basis of Extra Work in accordance with Section 7-4.

7-4 PAYMENT FOR EXTRA WORK.

7-4.2 Basis for Establishing Costs.

7-4.2.1 Labor. [Amend as follows]:

Delete "Workers Compensation Insurance and Liability Insurance" from the "employer payments" in the first paragraph.

7-4.3 Markup.

7-4.3.1 Work by the Contractor. [Replace with the following]:

The following percentages shall be the maximum added to the Contractor's costs and shall constitute the markup for all overhead, profits, Workers Compensation Insurance & Liability Insurance;

- | | |
|--------------|----|
| 1) Labor | 20 |
| 2) Materials | 15 |

- 3) Equipment Rental 15
- 4) Other Items and Expenditures 15

To the sum of the Costs and markups provided for this subsection, one percent shall be added as compensation for bonding. In any event, notwithstanding the above markups, the total labor mark-up shall not exceed 33% of the base labor hourly pay rate. No additional compensation shall be allowed.

7-4.3.2 Work by a Subcontractor. [Replace with the following]:

When all or any part of the extra work is performed by a Subcontractor, the markup established in 7-4.3.1 shall be applied to the Subcontractor's actual cost of work. A markup of ten percent (10%) on the first \$5,000 of the subcontracted portion of the extra work and a markup of five percent (5%) on work added in excess of \$5,000 of the subcontracted portion of the extra work may be added by the Contractor.

The markups mentioned hereinafter shall include, but are not limited to, all costs for all forms of insurance and the services of superintendents, project managers, timekeepers and other personnel not working directly on the change order and pickup or yard trucks used by the above personnel. These costs shall be reported as labor or equipment elsewhere except when actually performing work directly on the change order and then shall only be reported at the labor classification of the work performed.

SECTION 9 – FACILITIES FOR CONTRACT PERSONNEL [Add this section]:

9-1 EXTENDED FIELD OFFICE OVERHEAD COST.

Within fourteen (14) calendar days after receipt of the Notice to Proceed, the Contractor shall submit written statement to the City detailing its field office overhead costs which are time related. The City will review this first cost submittal and reach a written agreement with the Contractor on a daily field office overhead cost rate which shall be memorialized in a no cost change order. The daily rate agreed to in this change order will be applicable throughout the duration of the Contract. No field office costs will be paid until such an agreement is reached between the City and the Contractor and the change order concerning this daily rate is executed by both parties. Progress payments will be withheld pending receipt of the above-referenced cost submittal and executed change order.

The individual cost components of the daily field office overhead rate shall represent costs which increase as a direct result of any time extension caused solely and exclusively by an act or omission of the City. This listing may include such cost items as on-site project management, supervision, Engineering and clerical salaries; on-site utilities and rent; on-site company vehicles and their operating expenses; and site maintenance and security expenses. Field office overhead costs which are unaffected by increased time shall not be allowable cost in calculating the daily field office overhead rate. These non-time related costs include, but are not limited to, acquisition and installation of stationary equipment; temporary construction facilities; utilities and office furnishings (unless such items are rented or leased); the preparation of the site including clearing, grubbing, grading, fencing, mobilizations and demobilization costs; and the costs of permits, bonds and insurance coverage for the Project.

The individual wage cost components used to calculate the daily field office rate shall be supported by actual employee payroll records, not salary ranges or estimates. Hourly rates for

management, supervisory, engineering, and clerical employees shall be based upon 2080 work hours per year and shall not include allowances for holidays, vacations, or sick time.

When applicable, the daily field office overhead rate shall be multiplied by the number of days the Contract is delayed or extended by change order and shall be added to the agreed upon change order cost. The days of delay shall be those caused solely by the acts or omissions of the City and documented by a time impact analysis prepared and submitted by the Contractor. In the event a deductive change order is issued which reduces time under the Contract, the daily field office overhead rate shall be used to calculate the deductive amount. No allowance for overhead costs and no profit allowance shall be added to the extended field office overhead cost.

SECTION 10 - RESPONSIBILITIES OF THE CONTRACTOR [Add this section]:

10-1 CONTRACTOR'S EQUIPMENT AND FACILITIES.

10-1.1 General.

Conduct of the Work. The Contractor shall behave, at all times, in a courteous, professional manner. While on site, or entering or exiting the site, there shall be no extraneous activity that might cause disruption to the Project site, surrounding areas, or residents. Failure to comply may result in the suspension of work, or removal of contractor's staff from the Project.

Noise Levels. A noise level limit of 86 dbA at a distance of fifty feet (50') shall apply to all construction equipment on or related to the job whether owned by the Contractor or not. The use of excessively loud warning signals shall be avoided except in those cases required for the protection of personnel.

10-2 COOPERATION AND COLLATERAL WORK.

The Contractor is advised as to the possibility of other construction projects within the proposed construction zone by the City, other governing agencies or private enterprises. In the event of such projects, the Contractor shall coordinate with the applicable parties as to the extent of any time required to complete their work and shall schedule its work and conduct its operations so as to permit access and time as required for the concurrent work. The Contractor shall immediately notify the City Engineer in the event of a delay in scheduling caused solely by this concurrent work. Payment for the above, if any, shall be deemed as included in the items of work as shown on the proposal bid sheet and no additional compensation will be allowed.

10-3 PROJECT SITE MAINTENANCE.

10-3.1 Cleanup and Dust Control.

The Contractor shall keep adjacent properties clean and free of rubbish and debris in a timely manner as necessary and/or as directed by the Engineer.

The Contractor shall implement effective handling, storage, usage, and disposal practices to control material pollution and manage waste and nonstormwater at the job site before they come in contact with storm drain systems and receiving waters.

10-3.1.1 Construction Cleaning. [Add the following section]:

The Contractor shall:

(a) Initiate and maintain a daily program to prevent accumulation of debris on-site and along access roads and haul routes. Maintain areas under Contractor's control free of waste materials, debris, weeds 6" high, and rubbish. Maintain site in a clean and orderly condition.

(b) Provide suitable covered containers for deposit of debris and rubbish. Dispose of accumulation of extraneous materials, prohibit overloading of trucks to prevent spillages on access and haul routes and provide daily inspection of haul routes to enforce requirements.

(c) The Contractor shall supply self-loading motorized street sweepers equipped with a functional water spray system as part of his daily program.

(d) Schedule at a minimum, weekly collection and disposal of debris. Provide additional collections and disposals of debris whenever the weekly schedule is inadequate to prevent accumulation.

The Contractor shall remove debris from closed or remote spaces prior to closing the space, control cleaning operations to minimize dust and other particulates and immediately remove clay and earth which adhere to the paved surface of the roadway. Remove by hand scraping, washing, sweeping, and/or other method(s) which will leave a clean non-skid surface without impairing, injuring or loosening the surface.

The Contractor is required to control dust throughout the life of the Contract. The control may be required by job conditions or City Engineer. In any case, the Contractor shall use water or other means to control the dust. No chemical agents may be used without written authorization from the Agency. The Contractor shall be solely responsible for safety problems, accidents or any other complications or claims arising from inadequate dust control.

No separate payment will be made for any work performed or material used to control dust resulting from the Contractor's performance of the work, or by public traffic, either inside or outside the right-of-way. Full compensation for such dust control will be considered as included in the price paid for the various items of work involved.

No separate payment will be made for any work performed or material used in cleaning the Project. Full compensation for such cleaning shall be considered as included in the price paid for the various items of work involved and no additional compensation will be allowed therefore.

10-4 TRAFFIC CONTROL PLAN (TCP).

The Contractor shall perform lane closures and all traffic control operations in accordance with the applicable details in the California MUTCD, latest edition. The work site must be flagged and barricaded to the satisfaction of the field inspector and shall be in compliance with the latest edition of the Work Area Traffic Control Handbook (WATCH) or the Work Area Protection and Traffic Control Manual.

10-4.1 Payment.

The Contract **LUMP SUM** price bid for the **Traffic Control** bid item shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals and for doing all the traffic control related work involving placing, removing, storing, maintaining, moving to new locations, replacing and disposing of the components of traffic control system as specified in the Standard Specifications and these specifications and as directed by the City. The lump sum price shall also include steel plates and temporary AC including installation and removal; all associated temporary signing and striping; flashing arrow signs; flagging and/or flagmen costs; night work; Project

notifications; and changeable message signs at the Project site, and no additional compensation will be made therefore.

10-5 CONTRACTORS RESPONSIBILITIES FOR WORK

Until Acceptance of the Work, the Contractor shall have the responsibility, charge and care of the Work and of the materials to be used therein (including materials for which it has received partial payment or materials which have been furnished by the City) and shall bear the risk of injury, loss or damage to any part thereof by the action of the elements or from any other cause, whether arising from the execution or from the non-execution of the Work.

The Contractor shall rebuild, repair, restore, and make good all injuries, losses, or damages to any portion of the work or the material occasioned by any cause before its completion and acceptance and shall bear the expense thereof. Where necessary to protect the work or materials from damage, the Contractor shall at his expense provide suitable drainage and erect such temporary structures as are necessary to protect the work or materials from damage. The suspension of the work from any cause whatever shall not relieve the Contractor of his responsibility for the work and materials as herein specified. If ordered by the City Engineer, the Contractor shall at his expense properly store materials which have been partially paid for by the City or which have been furnished by the City. Such storage by the Contractor shall be on behalf of the City, the City shall at all times be entitled to the possession of such materials, and the Contractor shall promptly return the same to the site of the work when requested. The Contractor shall not dispose of any of the materials so stored, except on written authorization from the City.

In an emergency affecting the safety of life or property, including adjoining property, the Contractor, without special instructions or authorizations, is authorized to act at his discretion to prevent such threatened loss or injury, and he shall so act as though instructed to do so by the City.

PART 2 - CONSTRUCTION MATERIALS

SECTION 200 – ROCK MATERIALS

200-1 ROCK PRODUCTS.

200-1.1 General. [Add the following to this section]:

Alternate Rock Material - Type "S" is specified unless otherwise indicated.

The weight loss as determined by ASTM C131, shall not exceed 15 percent during 100 revolutions nor 52 percent during 500 revolutions.

Specified gradations represent the limits which determine the suitability of aggregate for use. Actual gradation shall be uniformly graded from coarse through fine, remaining proportionately distant from these limits

Coarse aggregate is material retained on the No. 4 (4.75 mm) sieve and fine aggregate is material passing the No. 4 (4.75 mm) sieve.

Materials may be sampled at any time until final formal acceptable of the Work.

200-1.1.3 Source. [Add the following section]:

Before beginning Portland cement concrete, asphalt concrete, and slurry seal work, the Contractor shall submit the name of the supplier to the Engineer as specified in 3-8. The supplier shall have on file with the Agency mix designs for Portland cement concrete conforming to 201-1.1, asphalt concrete conforming to 203-6.2, and slurry seal conforming to 203-5.4.2, when required by Specifications.

200-1.1.2 Statistical Testing. [Add the following to this section]:

Whenever the results of an individual test for any property of a material, other than concrete compressive strength, does not comply with the limits specified for the moving average should the next test be of the same value as that of the test being considered, the production of that material shall be suspended until corrective changes have been made by the Contractor and test indicate that the quality of the next material to be used in the work complies with that specified moving average.

SECTION 201 – CONCRETE, MORTAR, AND RELATED MATERIALS

201-1 PORTLAND CEMENT CONCRETE.

201-1.1 Requirements.

201-1.1.1 General. [Add the following to this section]:

The same brand, type and source of cement and aggregate shall be used for all Portland Cement Concrete. All concrete used on the Project shall be 560-C-3250. Type V cement shall be used.

201-1.2 Materials.

201-1.2.1 Cement. [Add the following]:

Portland cement shall be Type II or Type V.

201-1.2.5.3 Fly Ash. [Delete this Section and Add the following]:

Fly ash shall not be used.

PART 3 - CONSTRUCTION METHODS

SECTION 314 – TRAFFIC STRIPING, CURB AND PAVEMENT MARKINGS, AND PAVEMENT MARKERS [Replace the entire Section with the following]:

314-1 STREET NAME SIGNS.

Proprietary street name signs including the Laguna Hills logo blade shall be acquired from S.C. Signs & Supplies, LLC per Appendix A, B, and C. Street name signs shall be 6-inches wide and the sign face shall be fabricated in six-inch multiples from 24-inches to 36-inches. Street name signs and sign post installation shall be pursuant to the shop drawings shown in Appendix B & C and installed per Orange County Public Works Department Standard Plan No. 1407 & 1417.

Reflective sheeting shall be Type IV high intensity prismatic (“HIP”) grade sheeting or better, unless otherwise approved by the City. Anti graffiti OL-1000 overlay film with UV protection shall be applied to the entire sign.

Contractor is being made aware that various existing sign posts, which may include but are not limited to, round posts, square posts (for example, telespar, unistrut), street light poles, etc., are within the City limits and appropriate hardware and mounting brackets shall be provided by the Contractor at no additional cost to secure the street name sign. It is the Contractor’s responsibility to verify quote prices with S.C. Signs & Supplies, LLC per Appendix A. It is the Contractor’s responsibility to verify estimated quantities and list of street names in Appendix D.

Contractor shall level and reset the existing sign posts, and the base shall be compacted adequately, unless otherwise noted.

314-2 ROADSIDE SIGN POST.

New signs shall be installed on either existing steel tube posts or on new perforated 12-gauge galvanized 2-inch by 10-foot height square posts with a 12-gauge break-away base, “Telespar” or equal, per Orange County Public Works Department Standard Plan No. 1407 & 1417. New roadside sign post shall be installed in locations where existing street signs share a post with an existing stop sign, where existing street name signs are mounted to an existing street light pole, and where an existing street name sign post is required but missing per Orange County Public Works Department Standard Plan No. 1407. No new signs shall be installed on existing street light poles or on existing posts with an existing stop sign.

Roadside sign posts shall be removed at intersections with traffic signals. Removals consist of all signage, hardware components, mounting components, sign post, and concrete footing. Concrete footings removed in sidewalk shall be back filled with cement specified in Section 201-1. Concrete footings removed from soil shall be filled and compacted with soil or sand.

314-3 PAYMENT.

The payment for street name signs shall include, but not limited to, all hardware components, mounting components, signage, leveling of post, and work to remove, purchase and install street name signs per the Contract Documents, unless otherwise noted, and shall be included in the various bid items to “Purchase and Install Two Street Name Signs...” and “Remove Existing Street Name Signs....” Contractor shall review the list of street names and any additional street name signs shall be paid per the unit price in the bid.

The payment for roadside sign post shall include, but not limited to, all hardware components, mounting components, signage, anchor components, sign post, and work to remove existing street name signs and mounting hardware, and purchase and install roadside sign post and street name signs per the Contract Documents, unless otherwise noted, and shall be included in the various bid items to "Remove Existing Street Name Signs...." and "Purchase and Install New 2" Square Telspar Sign Post...." Contractor shall assume a minimum of 70 new roadside sign post and any additional new roadside sign post shall be paid per the unit price in the bid.

The payment for roadside sign post removal shall include, but not limited to, procurement and disposal of cement concrete, procurement of sand or soil backfill material, and work to remove existing street name signs, mounting hardware, sign post, concrete footing, and work to back fill footings removed with the appropriate material, unless otherwise noted, and shall be included in the bid item "Remove Existing Posts...." Contractor shall assume a minimum of 3 roadside sign post removals and any additional roadside sign post removals shall be paid per the unit price in the bid.

PART 4 EXISTING IMPROVEMENTS

SECTION 400 - PROTECTION AND RESTORATION

400-1 GENERAL. [Replace the second paragraph with the following:]

The Contractor shall relocate, repair, replace or reestablish all existing improvements within the project limits which are not designated for removal (e.g., curbs, gutters, sidewalks, driveways, fences, walls, sprinkler systems, signs, utility installations, pavements, and structures) which are damaged or removed as a result of the Contractor operations.

Where existing traffic striping, pavement markings and curb markings are damaged or their reflectivity reduced by the Contractor's operations, such striping or markings shall also be considered as existing improvements and the Contractor shall repaint or replace such improvements.

Relocations, repairs, replacements or re-establishments shall be equal to the existing improvements and shall match such improvements in finish and dimensions unless otherwise specified.

SECTION 401 – REMOVAL

401-8 ROADSIDE SIGN AND ROADSIDE SIGN POST. [Add the following section]:

The roadside sign, sign post, and all hardware and appurtenances shall be removed and recycled by the Contractor. The City reserves the right to request the special handling of roadside signs (also referred as Street Name Signs) up to a maximum of 25 signs to be carefully removed and delivered by the Contractor to the City for repurposing. Contractor is made aware that the existing roadside sign (also referred as Street Name Signs) may be located anywhere within the City limits and the special handling, removal, and delivery of the existing roadside sign to the City shall be at no additional cost. City will provide a list of street name signs during the pre-construction phase of the project.

All roadside signs (also referred as Street Name Signs) shall only be removed if the Contractor is able to replace it with the new Street Name Sign within the same working day. No removals shall occur if the new Street Name Sign cannot be replaced within the same day.

The Contractor is responsible for notifying the City Inspector of the removal work schedule and make arrangements with City Inspector and City staff for any special handling of the Street Name Signs requested by City.

401-8.1 PAYMENT. [Add the following section]:

Payment for removal of roadside sign and roadside sign post shall be paid pursuant to Section 314-3 Payment and shall include full compensation for labor, equipment, removal and disposal of the roadside sign and roadside sign post, which includes any other related work.

Appendix A – S.C. Signs & Supplies LLC Street Signs Invoice

S.C. SIGNS & SUPPLIES LLC

(877) 731-SIGNS (7446)
2411 E WINSTON ROAD
ANAHEIM, CA 92806

Invoice

Date	Invoice #
3/13/2025	QUOTE

Bill To
CITY OF LAGUNA HILLS 24035 EL TORO ROAD LAGUNA HILLS, CA 92653

Ship To
WILL CALL

P.O. Number	Terms	Rep	Ship	Via	F.O.B.	Project
VERBAL	Net 30		3/13/2025	Will Call		

Quantity	Item Code	Description	Price Each	Amount
1	SIGNS	VARIOUS SIZES STREET NAME SIGNS HIP WITH LOGO W/OL1000 .125 FOR 2" SQ POST CROSS SADDLE POST CAP BRACKET	159.00	159.00T
1	SIGNS	VARIOUS SIZES STREET NAME SIGNS HIP WITH LOGO W/OL1000 .125 FOR 2-3/8" ROUND POST CROSS SADDLE POST CAP BRACKET	197.00	197.00T
1	SIGNS	VARIOUS SIZES STREET NAME SIGNS HIP WITH LOGO W/OL1000 .125 FOR 2-7/8" ROUND POST CROSS SADDLE POST CAP BRACKET	217.00	217.00T
		Sales Tax	7.75%	44.41
			Total	\$617.41

Appendix B – Proprietary Steet Name Sign Design



Notes:	Substrate:	0.125" Aluminum	Corners:	n/a	Font:	Times New Roman	Support Channel:	
	Dimensions:	36" x 6" 17" x 5"	Border Color:	White/Black	Overlay Film:	OL-1000	Horizontal	☐
	Background Color:	White/Black	Letter/Number Color:	White/Black	Retro-reflective Sheeting:	Type IV	Vertical	☐
							Welded Frame	☐
							Drafter:	Tim L.
							Date:	06/27/2024

Appendix C – Isometric View of Street Sign Mount

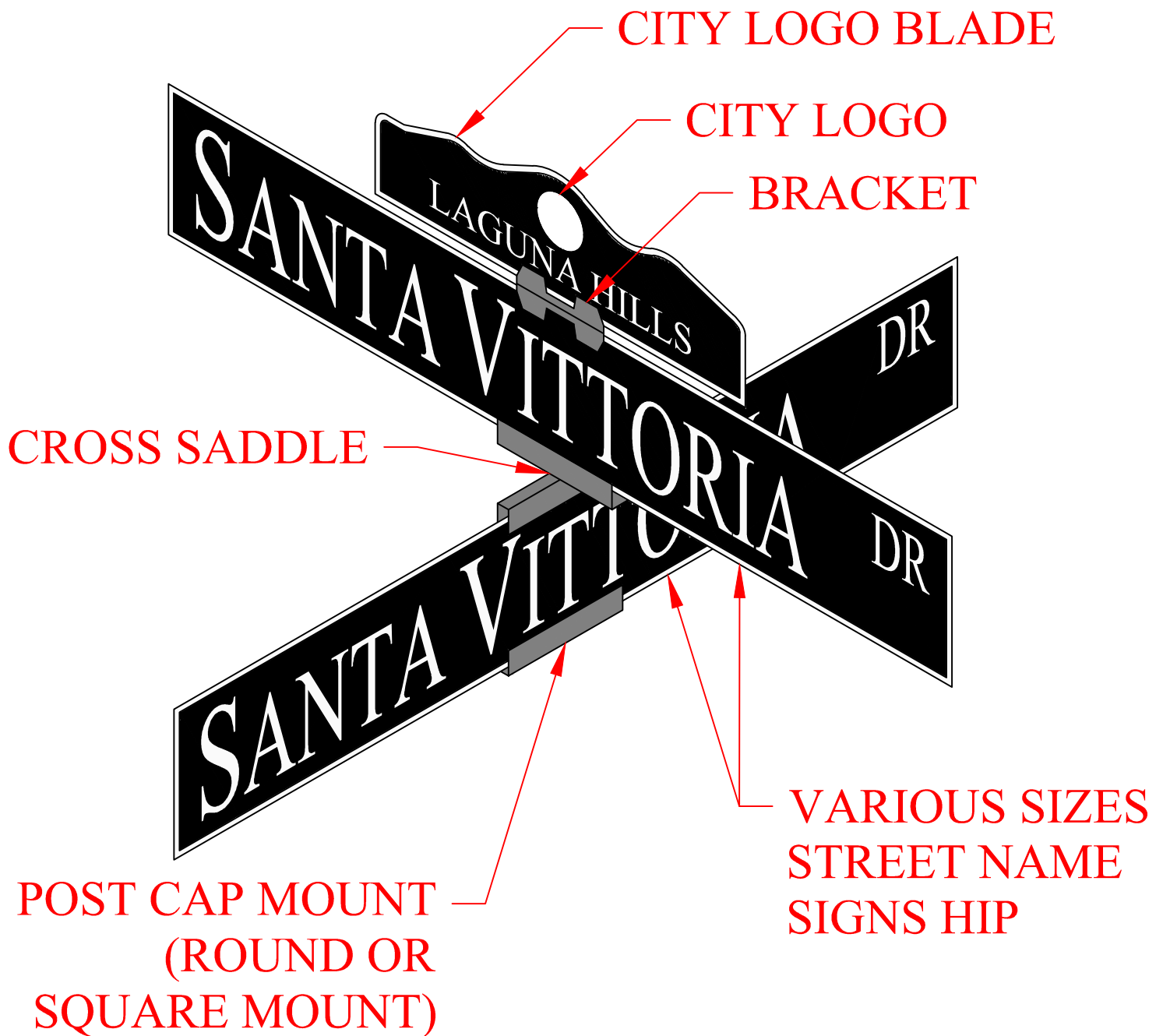


EXHIBIT C
ISOMETRIC VIEW

Appendix D – List of Street Name Signs

Street Name	Street Name	Type
SANTA VITTORIA DR	BASSANO WEST	Round
SANTA VITTORIA DR	BASSANO EAST	Round
SANTA VITTORIA DR	BASSANO WEST	Round
SANTA VITTORIA DR	BASSANO EAST	Round
SANTA VITTORIA DR	CAMINO JALISCO	Round
SANTA VITTORIA DR	CAMINITO GRANDE	Square
SANTA VITTORIA DR	CAMINITO PACIFICO	Square
SANTA VITTORIA DR	CAMINITO COSTA	Square
SANTA VITTORIA DR	AVENUE CENTINELA	Square
SANTA VITTORIA DR	AVENIDA COPETE	Round
SANTA VITTORIA DR	CAMINO JALISCO	Round
SANTA VITTORIA DR	RIDGE ROUTE DR	New
SANTA VITTORIA DR	RIDGE ROUTE DR	Round
SANTA VITTORIA DR	CAMINITO VINO	Round
SANTA VITTORIA DR	CAMINITO PIEDRA	Round
SANTA VITTORIA DR	CAMINITO TIBURON	Round
SANTA VITTORIA DR	CAMINITO CRUZ	Square
SANTA VITTORIA DR	SAN REMO DR	Round
SANTA VITTORIA DR	SAN REMO DR	New
SANTA VITTORIA DR	AVENIDA DEL SOL	Round
SANTA VITTORIA DR	BARBERA	Round
SANTA VITTORIA DR	SANTA MARIA AVE	Round
BARBERA	BARBERA	New
-	MARSALA	-
BARBERA	FORMELLO	Round
FORMELLO	MODINA	Round
BARBERA	SAVONA	Round
BARBERA	PESARO	New
PESARO	GRAVINO	New
PESARO	LOMBARDI	Round
PESARO	COLONNA	Round
COLONNA	MESSINA	Round
COLONNA	SORESINA	Round
SORESINA	ADAMO	Round
SORESINA	TERNI	Round
SORESINA	TERAMO	Round
TERAMO	LIPARI	Round
TERAMO	MARSALA	Round
MARSALA	BIANCO	Round
MARSALA	PADOVA	Round
SAN REMO DR	TERAMO	Round
SAN REMO DR	TARANTO	Round
TARANTO	TORINO	New
TARANTO	VERONA	Round
TARANTO	VENISIA	Round
TARANTO	CREMONA	Round

3 signs on
one post

CREMONA	CATANIA	Round
TARANTO	MILANO	Round
TARANTO	PALERMO	Round
TARANTO	TREVISO	New
TREVISO	ANCONA	New
PALERMO	NAPOLI	Round
PALERMO	GENOVA	New
GENOVA	SAN DONA	Round
PALERMO	SAN REMO DR	Round
SAN REMO DR	RIMINI	Round
SAN REMO DR	PESARO	New
SAN REMO DR	SANTA MARIA AVE	Round
RIDGE ROUTE DR	MILL CREEK DR	Square
RIDGE ROUTE DR	MILL CREEK DR	Round
EL PACIFICO DR	VERDUGO DR	New
VERDUGO DR	LA CADENA DR	Round
LA CADENA DR	TERRA DR	New
LA CADENA DR	DEL LAGO DR	New
LA CADENA DR	DEL LAGO DR	New
LA CADENA DR	PERALTA DR	Round
PERALTA DR	SOUTH POINTE DR	Round
PERALTA DR	VISTA GRANDE	Round
PERALTA DR	ALCALDE DR	Round
ALCALDE DR	DEL LAGO DR	Round
VERDUGO DR	ALCALDE DR	Round
SOUTH POINTE DR	PLAZE POINTE DR	New
PLAZE POINTE DR	AVENIDA DE LA CARLOTA	Round
PLAZE POINTE DR	AVENIDA DE LA CARLOTA	Round
COMMERCE CENTER DR	AVENIDA DE LA CARLOTA	Round
MOULTON PKWY	GRANITE WY	Round
TRITON WY	LAKE FOREST DR	Round
CHRISTINA CT	AVENIDA DE LA CARLOTA	Round
CHRISTINA CT	CREEKVIEW DR	Round
CREEKVIEW DR	SOUTHAMPTON CT	Round
CREEKVIEW DR	WOODCREEK DR	Square
CREEKVIEW DR	CRESTA CT	Round
WOODCREEK DR	LOS ALISOS BLVD	Round
KENNINGTON DR	ASHLAND DR	Round
KENNINGTON DR	CLARINGTON DR	Round
ASHLAND DR	RITTENHOUSE CIR	Round
WEYBURN DR	CLARINGTON DR	Round
WEYBURN DR	ASHLAND DR	New
WEYBURN DR	JORIE DR	New
JORIE DR	GEORGIA SUE DR	Round
GEORGIA SUE DR	KIM CIR	Round
GEORGIA SUE DR	HON AVE	Round
GEORGIA SUE DR	PAIGE CIR	Round

PAIGE CIR	SARA LN	Round
SARA LN	JULIE AVE	Round
JULIE AVE	CAROL LN	Round
JULIE AVE	KATIE AVE	Round
JULIE AVE	HON AVE	Round
HON AVE	CAMBERWELL ST	Square
CAMBERWELL ST	HENDON ST	Round
HENDON ST	CALLE CARMEL	Round
CALLE CARMEL	VIA BALBOA	Round
VIA BALBOA	AVENIDA AVALON	Round
CAMBERWELL ST	LUTON ST	Round
HENDON ST	HENDON ST	Round
MILANO	MONTOVA	Round
BECKENHAM ST	SUNSET PL	Round
SUNSET PL	SUNSET PL WEST	Round
SUNSET PL	SUNSET PL EAST	Round
E <- SUNSET PL ->W	-	Square
SUNSET PL EAST	SUNSET PL WEST	Round
BECKENHAM ST	WILKES PL	Round
CAMBERWELL ST	COSTEAU ST	Round
COSTEAU ST	WILKES PL	Square
COSTEAU ST	WOOLWICH ST	Round
COSTEAU ST	HENDON ST	Round
COSTEAU ST	SALFORD ST	Round
COSTEAU ST	COSTEAU ST	Round
COSTEAU ST	COSTEAU ST	Round
WOOLWICH ST	WOOLWICH ST	Square
WOOLWICH ST	SOUTHPORT ST	Round
SOUTHPORT ST	SOUTHPORT ST	New
SALFORD ST	SALFORD ST	Round
SALFORD ST	SOUTHPORT ST	Round
SOUTHPORT ST	WILKES PL	Round
WILKES PL	DERBY CIR	Square
WILKES PL	WOOLWICH ST	Round
WILKES PL	YORK CIR	Round
WILKES PL	BARENTS ST	Round
WILKES PL	BARENTS ST	Round
BARENTS ST	HILLARY LN	Round
BARENTS ST	HILLARY LN	Round
BARENTS ST	GRISSOM RD	Round
GRISSOM RD	CADILLAC DR	Round
CADILLAC DR	BOONE PL	Round
CADILLAC DR	HILLARY LN	Round
HILLARY LN	GRISSOM CIR	Round
HILLARY LN	PASEO DE VALENCIA	Round
BARENTS ST	EARHART RD	Round
EARHART RD	VELASQUEZ RD	New

WILKES PL	MAWSON DR	Round
WILKES PL	GRISSOM RD	Round
MAWSON DR	VELASQUEZ RD	Round
GRISSOM RD	VELASQUEZ RD	Round
VELASQUEZ RD	PASEO DE VALENCIA	Round
GRISSOM RD	LAS BOLSAS ST	New
MAWSON DR	LAS BOLSAS ST	New
EARHART RD	LAS BOLSAS ST	New
EARHART RD	LAS BOLSAS ST	New
LAS BOLSAS ST	NORTHRUP DR	Round
NORTHRUP DR	VELASQUEZ RD	Round
NORTHRUP DR	VELASQUEZ RD	Round
VELASQUEZ RD	VESPUCCI RD	Round
VESPUCCI RD	LAS BOLSAS ST	New
LAS BOLSAS ST	HARTOG ST	New
VELASQUEZ RD	HARTOG ST	New
VELASQUEZ RD	TASMAN RD	New
TASMAN RD	VELASQUEZ RD	New
LAS BOLSAS ST	TASMAN RD	New
TASMAN RD	ERICSON WY	Round
EARHART RD	ERICSON WY	New
EARHART RD	ERICSON WY	New
GRISSOM RD	ERICSON WY	Round
ERICSON WY	PASEO DE VALENCIA	Round
GRISSOM RD	DE SALLE ST	Round
GRISSOM RD	GRISSOM RD	Square
GRISSOM RD	PIKE RD	Round
GRISSOM RD	PIKE RD	New
GRISSOM RD	LA PAZ RD	Square
GRISSOM RD	LA PAZ RD	Round
PIKE RD	ORELLANO WY	New
PIKE RD	CHAMPLAIN RD	Round
CHARLEMAGNE RD	CHAMPLAIN RD	Round
CHARLEMAGNE RD	DE SALLE ST	Round
DE SALLE ST	EARHART RD	Round
DE SALLE ST	EARHART RD	New
EARHART RD	CHAMPLAIN RD	New
CHAMPLAIN RD	VESPUCCI RD	New
VESPUCCI RD	DE SALLE ST	Round
DE SALLE ST	MACKENZIE ST	Round
MACKENZIE ST	COSTEAU ST	New
COSTEAU ST	ERICSON WY	New
COSTEAU ST	VALERIE ST	Round
COSTEAU ST	VELASQUEZ RD	Round
VALERIE ST	BENTLEY LN	New
COSTEAU ST	CAJON DR	Round
CAJON DR	OVERLAND DR	New

CAJON DR	WELLS FARGO DR	Round	
WELLS FARGO DR	MACKENZIE ST	Round	
MACKENZIE ST	-	Square	1 sign/post
MACKENZIE ST	STAGE COACH DR	Round	
STAGE COACH DR	EL DORADO DR	Round	
EL DORADO DR	EXPRESS DR	New	
EL DORADO DR	SUTTER DR	Round	
EL DORADO DR	PRESIDIO DR	Round	
PRESIDIO DR	CALIFIA DR	Round	
MACKENZIE ST	CALIFIA DR	New	
CALIFIA DR	LA SUEN RD	Round	
LA SUEN RD	PADUA DR	Round	
PADUA DR	MODOC DR	Round	
PADUA DR	BAUTISTA DR	Round	
PADUA DR	MADEIRA DR	Round	
PADUA DR	MACKENZIE ST	Round	
MACKENZIE ST	PIKE RD	Remove	
MACKENZIE ST	PIKE RD	Round	
PIKE RD	RICKENBACKER RD	Missing	
LA PAZ RD	RICKENBACKER RD	Round	
PIKE RD	McINTYRE ST	New	
PIKE RD	LA SUEN RD	Round	
LA PAZ RD	CHAMPLAIN RD	Round	
GRISSOM RD	CHAMPLAIN RD	Round	
GRISSOM RD	MACKENZIE ST	Round	
GRISSOM RD	PASEO DE VALENCIA	Round	
GRISSOM RD	PASEO DE VALENCIA	Round	
MACKENZIE ST	KNOTTY PINE RD	Round	
MACKENZIE ST	LA PAZ RD	Round	
McINTYRE ST	SYCAMORE LN	Round	
McINTYRE ST	KNOTTY PINE RD	Square	
McINTYRE ST	WHITE ALDER LN	Round	
WHITE ALDER LN	OAK LEAF RD	Round	
OAK LEAF RD	SPRUCE LN	Round	
OAK LEAF RD	PINEWOOD LN	Round	
OAK LEAF RD	EVERGREEN RD	Round	
McINTYRE ST	EVERGREEN RD	New	
EVERGREEN RD	FIR LN	Round	
FIR LN	TREE TOP RD	Round	
TREE TOP RD	PINE NUT RD	New	
PINE NUT RD	TREE TOP RD	Round	
PINE NUT RD	TREE TOP RD	Round	
PASEO DE VALENCIA	SUNBURST AVE	Round	
SUNBURST AVE	LARGO DR	Round	
LARGO DR	EL CAPITAN LN	Round	
EL CAPITAN LN	MARIN CT	Round	
EL CAPITAN LN	CREEK DR	Round	

CREEK DR	LINDA VISTA DR	Round
LINDA VISTA DR	EL CONEJO LN	Round
EL CONEJO LN	CALERO AVE	New
CALERO AVE	LA MIRADA ST	Round
LA MIRADA ST	LINDA VISTA DR	Round
LINDA VISTA DR	ALISAL AVE	New
ALISAL AVE	PASEO DE VALENCIA	Round
ALISAL AVE	PASEO DE VALENCIA	Round
LINDA VISTA DR	ALISAL AVE	Round
LINDA VISTA DR	PONCE CT	Round
LINDA VISTA DR	SARITA DR	Round
SARITA DR	LA HABRA CT	Round
SARITA DR	ALISAL AVE	Round
LA MIRADA ST	ALISAL AVE	Round
MOULTON PKWY	ELM CREEK LN	New
MOULTON PKWY	INDIAN HILL LN	Round
MOULTON PKWY	INDIAN HILL LN	Round
INDIAN HILL LN	AUTUMN HILL LN	Round
INDIAN HILL LN	SAND CREEK LN	Round
INDIAN HILL LN	ASH CREEK LN	Round
INDIAN HILL LN	HOLLY HILL LN	Round
INDIAN HILL LN	OWL HILL LN	Round
PASEO DE VALENCIA	VISTA FIRENZE	Round
PASEO DE VALENCIA	VISTA FIRENZE	Square
LA PAZ RD	MONTE VISTA	Round
ALISO HILLS DR	TERRA BELLA AVE	Round
ALISO HILLS DR	LUNA BONITA DR	Round
LUNA BONITA DR	ENCANTO CT	Round
LUNA BONITA DR	LA SERRA ST	Round
LUNA BONITA DR	ALISO HILLS DR	Round
TERRA BELLA AVE	SANDIA CT	Round
TERRA BELLA AVE	NATAMA CT	Round
TERRA BELLA AVE	MORRO CT	Round
TERRA BELLA AVE	LA CUESTA AVE	Round
LA CUESTA AVE	DEL MONTE ST	Round
LA CUESTA AVE	SAUSALITO ST	Round
SAUSALITO ST	ALAMEDA AVE	Round
ALAMEDA AVE	DEL MONTE ST	Round
ALAMEDA AVE	TOCALOMA CT	Round
ALAMEDA AVE	ALTAMIRA DR	Round
ALTAMIRA DR	BUENA VISTA DR	Round
BUENA VISTA DR	ZUMAYA CT	Round
BUENA VISTA DR	LOS GATOS DR	Round
LOS GATOS DR	ELENA DR	Round
ALAMEDA AVE	ELENA DR	Round
ALAMEDA AVE	SOLANO CT	Square
ALAMEDA AVE	MONTE ROYALE ST	Round

ALAMEDA AVE	LA PAZ RD	New
ALAMEDA AVE	LA PAZ RD	Round
MONTE ROYALE ST	LAS ALTURAS AVE	Round
LAS ALTURAS AVE	LAS ALTURAS CT	Round
LAS ALTURAS AVE	MANDEVILLE DR	Round
MANDEVILLE DR	LOS ALAMITOS AVE	Round
LOS ALAMITOS AVE	SUNDANCE AVE	Round
LOS ALAMITOS AVE	MONTE ROYALE ST	Round
SUNDANCE AVE	SANTA ROSA AVE	Round
SANTA ROSA AVE	ALTA LOMA CT	New
SANTA ROSA AVE	MANDEVILLE DR	Round
MOULTON PKWY	MANDEVILLE DR	Round
MOULTON PKWY	MANDEVILLE DR	Round
ALAMEDA AVE	EL PRADO ST	New
EL PRADO ST	ANACAPA ST	Round
ANACAPA ST	SAN PEDRO AVE	New
SAN PEDRO AVE	EL PRADO ST	Round
SAN PEDRO AVE	TALEGA AVE	Round
TALEGA AVE	RIO GRANDE AVE	Round
ALAMEDA AVE	TALEGA AVE	Round
RIO GRANDE AVE	LA CIENEGA ST	Round
LA CIENEGA ST	LA CIENEGA ST	Square
LA CIENEGA ST	LOS CERROS ST	Round
SIERRA BONITA DR	ALISO HILLS DR	Square
ALISO HILLS DR	CRESTLINE DR	Round
ALISO HILLS DR	EL SEGUNDO ST	Round
EL SEGUNDO ST	LINDA FLORA ST	New
LINDA FLORA ST	ERNESTINE CT	Round
LINDA FLORA ST	TOLUCA CT	Round
ALISO HILLS DR	LA CIENEGA ST	New
ALISO HILLS DR	MENDOCINO AVE	Round
MENDOCINO AVE	MENDOCINO CT	Round
ALISO HILLS DR	ALAMEDA AVE	Round
GORDON RD	IMPERIAL DR	Round
MOULTON PKWY	LOUISA ST	Round
MOULTON PKWY	LOUISA ST	Round
LOUISA ST	LAS PALMAS	Round
LOUISA ST	LUPITA ST	Round
LUPITA ST	ANDREA ST	Round
LUPITA ST	ANDREA ST	Round
LUPITA ST	ROSA ST	Round
LUPITA ST	PATRICIA ST	Round
LUPITA ST	EVA ST	Round
EVA ST	YOLANDA ST	Round
YOLANDA ST	AMALIA ST	Round
AMALIA ST	CARMEL ST	Round
YOLANDA ST	RAMONA ST	New

ALICIA PKWY	LAGUNA CT	Round
ALICIA PKWY	LAGUNA CT	Round
ALICIA PKWY	VIA LOMAS	Round
ALICIA PKWY	VIA LOMAS	Round
ALICIA PKWY	BENTLEY LN	Round
LA PAZ RD	CHARLTON DR	Round
LA PAZ RD	CHARLTON DR	Round
LA PAZ RD	APPALOOSA PL	Round
LA PAZ RD	APPALOOSA PL	Round
LA PAZ RD	GALLUP CIR	Round
LA PAZ RD	GALLUP CIR	Square
LA PAZ RD	GALLUP CIR	Remove
PASEO DE VALENCIA	CALLE DE LOS CABALLEROS	Round
PASEO DE VALENCIA	RONDA DEL ROSSMOOR	Round
GALLUP CIR	RANGEWOOD RD	Round
GALLUP CIR	BOOTSTRAP PL	Round
GALLUP CIR	NELLIE GAIL RD	New
NELLIE GAIL RD	GLEN CANYON DR	Round
NELLIE GAIL RD	PRAIRESTONE DR	Round
NELLIE GAIL RD	SHERIFF RD	Round
NELLIE GAIL RD	DESERT TRAIL	Round
NELLIE GAIL RD	BUCKLESTONE DR	Round
NELLIE GAIL RD	HITCHING RAIL RD	Round
HITCHING RAIL RD	WATERWHEEL PL	Round
HITCHING RAIL RD	PRAIRESTONE DR	Round
HITCHING RAIL RD	SPUR BRANCH LN	Round
HITCHING RAIL RD	PECOS RD	Round
HITCHING RAIL RD	RICH SPRINGS CIR	Round
HITCHING RAIL RD	TOMBSTONE RD	Round
HITCHING RAIL RD	TOMBSTONE RD	New
HITCHING RAIL RD	CABOT RD	New
GLEN CANYON DR	HIGHPLAINS TER	Round
GLEN CANYON DR	MT DIABLO RD	Round
MT DIABLO RD	OROVILLE PL	Round
GLEN CANYON DR	BRIDLEWOOD DR	Round
GLEN CANYON DR	BRIDLEWOOD DR	Round
GLEN CANYON DR	SADDLE ROCK PL	Round
BRIDLEWOOD DR	FLINTLOCK LN	Square
HIDDEN TRAIL RD	GREENFIELD DR	Square
BRIDLEWOOD DR	NELLIE GAIL RD	New
-	NELLIE GAIL RD	-
NELLIE GAIL RD	RED CORRAL RD	Round
NELLIE GAIL RD	POKER FLATS PL	Round
BRIDLEWOOD DR	MUSTANG DR	Round
MUSTANG DR	FARRIER CIR	Round
FARRIER CIR	ANVIL CIR	Round
RED CORRAL RD	HORSESHOE CIR	Round

3 signs on
one post

MUSTANG DR	RED CORRAL RD	Round
MUSTANG DR	APPALOOSA PL	New
MUSTANG DR	BUCKSKIN DR	Round
BUCKSKIN DR	SADDLEHORN LN	Round
BUCKSKIN DR	BUCKBOARD LN	Square
BUCKBOARD LN	-	Remove
BUCKBOARD LN	STETSON PL	Round
NELLIE GAIL RD	BUCKBOARD LN	Round
BUCKSKIN DR	SILVER SADDLE LN	Round
BUCKSKIN DR	BROKEN BIT LN	Round
BUCKSKIN DR	SORRELL PL	Round
BUCKSKIN DR	NELLIE GAIL RD	Round
CHAPARRAL PL	NELLIE GAIL RD	Round
NELLIE GAIL RD	DAPPLE GREY DR	Round
NELLIE GAIL RD	HOUSTON TRAIL	Round
DAPPLE GREY DR	WILD VIEW TER	Round
NELLIE GAIL RD	DAPPLE GREY DR	Round
OSO PKWY	WESTHAVEN DR	Round
OSO PKWY	WESTHAVEN DR	Round
OSO PKWY	NOTTINGHAM CT	Round
BRIDLEWOOD DR	APPIAN	Round
BRIDLEWOOD DR	LAUREL CREST DR	Round
LAUREL CREST DR	MAPLE VIEW DR	Round
LAUREL CREST DR	WHITE OAKS DR	Round
LAUREL CREST DR	WOOD BROOK RD	Round
WOOD BROOK RD	POINSETTIA CT	Round
LAUREL CREST DR	CARLSON CT	Round
LAUREL CREST DR	FLETCHER PL	Round
LAUREL CREST DR	PATTERSON PL	Round
PATTERSON PL	MOORE OAKS RD	Round
MOORE OAKS RD	DEVONSHIRE RD	Round
DEVONSHIRE RD	ELM BANK DR	Round
ELM BANK DR	OAK HOLLOW RD	Round
DEVONSHIRE RD	NOTTINGHAM CT	Round
NOTTINGHAM CT	CHELSEA LN	Round
NOTTINGHAM CT	HARRINGTON CT	Round
NOTTINGHAM CT	STRATFORD PL	Round
NOTTINGHAM CT	BRADFORD LN	Round
DEVONSHIRE RD	FALLING LEAF DR	Round
-	VISTA VIEJO	-
FALLING LEAF DR	MAGNOLIA CT	Round
MAGNOLIA CT	GOLDEN ROD CIR	Round
FALLING LEAF DR	WILLOW TREE LN	Round
WILLOW TREE LN	ROLLING HILLS RD	Round
FALLING LEAF DR	WOODBUFF RD	Round
WOODBUFF RD	GREEN HILLS LN	New
GREEN HILLS LN	IRONWOOD DR	Round

3 signs on
one post

GREEN HILLS LN	RAINTREE RD	Round
IRONWOOD DR	MIDDLERIDGE LN	Round
WOODBUFF RD	MIDDLERIDGE LN	Round
WOODBUFF RD	EUCALYPTUS DR	Round
WOODBUFF RD	ELDERBROOK LN	Round
WOODBUFF RD	FAIRCOURT LN	Round
WOODBUFF RD	CEDARBLUFF TER	Round
VISTA VIEJO	WOODBUFF RD	Round
VISTA VIEJO	BARKSTONE LN	Round
VISTA VIEJO	ANADALE DR	Round
VISTA VIEJO	BRIDLEWOOD DR	Round
BRIDLEWOOD DR	MEADOW CREST DR	Round
NELLIE GAIL RD	EMPTY SADDLE DR	Square
EMPTY SADDLE DR	SPOTTED PONY LN	Round
NELLIE GAIL RD	HIDDEN TRAIL RD	Round
NELLIE GAIL RD	ROCKING HORSE LN	Square
ROCKING HORSE LN	HIGHWOOD CIR	Round
NELLIE GAIL RD	RED LODGE PL	Round
NELLIE GAIL RD	LOST COLT DR	Round
NELLIE GAIL RD	RED BARN CIR	Square
LOST COLT DR	WESTRIDGE LN	Round
LOST COLT DR	BEARGRASS CIR	Round
WESTRIDGE LN	SANDRIDGE CIR	New
WESTRIDGE LN	MAVERICK CIR	New
-	LOST COLT DR	-
LOST COLT DR	BLACK HORSE LN	New
LOST COLT DR	STAGELINE DR	Round
STAGELINE DR	STAGEWOOD CT	Round
STAGELINE DR	HIDDEN TRAIL RD	Round
HIDDEN TRAIL RD	HIDDEN TRAIL RD	New
HIDDEN TRAIL RD	WAGON WHEEL CIR	Round
HIDDEN TRAIL RD	SHENANDOAH DR	Round
HIDDEN TRAIL RD	RAPID FALLS RD	New
HIDDEN TRAIL RD	COACH SPRINGS LN	Round
HIDDEN TRAIL RD	LONE PINE CIR	Round
HIDDEN TRAIL RD	RODEO CIR	Round
HIDDEN TRAIL RD	DERBYHILL DR	New
HIDDEN TRAIL RD	GOLD DUST LN	New
HIDDEN TRAIL RD	ABILENE CT	Round
HIDDEN TRAIL RD	ROCKRIDGE RD	Round
ROCKRIDGE RD	FARGO RD	Round
HIDDEN TRAIL RD	PINESTRAP CIR	Round
RAPID FALLS RD	LOST TRAIL DR	New
LOST TRAIL DR	LONE ACRES LN	Round
LOST TRAIL DR	PINTO CT	Round
LOST TRAIL DR	DILLION RD	Round
DILLION RD	DEPUTY CIR	Round

3 signs on
one post

DILLION RD	BOOTHILL CT	Round
RAPID FALLS RD	SUNDOWNER DR	Round
PASEO DE VALENCIA	LAGUNA HILLS DR	Remove
PASEO DE VALENCIA	STOCKPORT ST	Remove
ALICIA PKWY	RAMONA ST	Remove
ALICIA PKWY	RAMONA ST	Remove

Appendix E – Encroachment Permit Application

PUBLIC PROPERTY ENCROACHMENT PERMIT

INSPECTION PHONE:
(949) 707-2658

The Inspection Office must be notified at least 48 hours prior to commencing work. Failure to obtain inspection shall VOID this permit.

**CITY OF LAGUNA HILLS
PUBLIC PROPERTY PERMITS
24035 El Toro Road
Laguna Hills, California 92653**



Permit No: _____

Effective Date: ____/____/____

Expiration Date: ____/____/____

PERMITTEE NAME: _____

ADDRESS: _____

Contractor Name: _____ Contractor License No.: _____

Contact Person: _____ E-mail: _____

Day Telephone No. _____ Night Telephone No. _____

DESCRIPTION OF WORK: Work is hereby authorized as follows, subject to provisions on reverse hereof and attached hereto:

ESTIMATED START DATE: ____/____/____

ESTIMATED COMPLETION DATE: ____/____/____

LOCATION OF WORK:

CONSIDERATION:

Filing Fee: _____ Encroachment & Inspection Fees: _____ Total \$ _____

☐ Check No. _____ ☐ Cash ☐ Trust Fund ☐ Invoice Receipt No. _____ Date _____

☐ Additional Conditions of Approval are attached and incorporated herein.

☐ Property owner acknowledges this encroachment requires execution of an Encroachment Agreement making the owner responsible for these improvements. City will provide the Agreement for execution at a later date.

Owner name: _____ Owner Signature: _____

INSPECTOR SIGNOFF: _____ DATE: _____

PERMITTEE'S ACCEPTANCE:

CITY APPROVAL:

Permittee

Public Works Approval

THE PERMITTEE'S SIGNATURE ABOVE MEANS THE PERMITTEE ACCEPTS ALL CONDITIONS OF APPROVAL CONTAINED ON THE FRONTSIDE AND BACKSIDE OF THIS PERMIT, ANY ADDITIONAL ATTACHMENTS, AND ALL CONDITIONS OF APPROVAL, IF ANY.

1. A COPY OF THIS PERMIT AND ALL PLANS MUST BE MAINTAINED ON JOB SITE. NON-COMPLIANCE WILL VOID THIS PERMIT.
2. PERMITTEE SHALL COMPLY WITH REGULATIONS ON REVERSE SIDE OF PERMIT AND ATTACHMENTS, IF ANY.
3. CONTACT UNDERGROUND SERVICE ALERT (USA) AT 811 OR WWW.DIGALERT.ORG AT LEAST 48 HOURS PRIOR TO EXCAVATING. ALL USA MARKINGS MUST BE REMOVED AFTER WORK IS COMPLETE.
4. THIS PERMIT SHALL BE NON-TRANSFERABLE.
5. TRAFFIC CONTROL SHALL BE PERFORMED PER THE LATEST EDITION OF THE CALIFORNIA MUTCD/WATCH MANUAL AND ATTACHED.

File

Finance

Inspection

Permittee

Public Works
Supervisor

Agreement

STANDARD PROVISIONS

1. This permit, if granted, is made on the express condition that the City shall be free from any and all liability resulting from its issuance as provided for in Laguna Hills Municipal Code Chapter 12-12, and shall be subject to all applicable provisions of said Chapter of the Municipal Code.
2. Should any damage or injury to City property occur as a result of the exercise of the rights herein granted, Permittee shall immediately, upon the written demand of the City, restore such property to the condition of same on the date of the occurrence of said damage or injury at Permittee's sole cost or expense. The question as to whether or not any such damage or injury has been caused to the property shall be determined by the City Engineer or designee and that determination shall be final. In the event repair by the City is necessary, Permittee shall pay and/or reimburse the City the full cost of such repairs.
3. City reserves the right to perform any work upon any portion or all of the area covered by this permit, or to do any other work necessary at any time. Such work may be performed without incurring any liability of any nature whatsoever to the Permittee. It is further understood and agreed that City reserves unto itself the rights of ingress over all or any portion of the subject area.
4. Neither this permit nor any of the rights herein granted shall be assigned without the prior written approval of the City. The permit is void upon its expiration date. A new fee will be assessed thereafter.
5. By acceptance of this permit, Permittee acknowledges and assumes all responsibility for compliance with requirements of other regulatory agencies including but not limited to zoning regulations, applicable ordinances and laws of the City, County of Orange, the State of California or others having regulatory control over the work or use granted herein.
6. All underground work requires "Injury Identification Number" From Underground Service Alert Regional Notification Center. (Ref: Government Code, Section 42165 and 4217). Call 811 or www.digalert.org.
7. A copy of this permit and approved plans, if applicable, shall be maintained at the site of work and be shown to any authorized representative of the City, or other regulatory governing agency upon request.
8. No work shall be performed within the City rights of way without the full knowledge of City's inspector, who shall be given not less than two work days advance notice of the initiation of permitted work or use. Failure of Permittee to obtain inspection shall void this permit and necessitate reapplication by Permittee.

Permittee further agrees that all operations within City rights of way are subject to the operations of the City and other authorized persons and under the control and to the satisfaction of the City inspector.
9. This permit may be immediately revoked in the best interest of the City as determined by the City Engineer or designee, including violation of permit provisions or other applicable rules and regulations, or the creation of a nuisance after notice given by the City Engineer or designee. In the event of such revocation, Permittee shall immediately cease all operations and restore City rights of way as directed by the City inspector.
10. Any construction performed within the City shall be in accordance with Public Works and Engineering Department (PW&E) Standard Plans and established criterion and as modified by the City Engineer. Any deviation must be specifically detailed and highlighted on plans in a manner meeting the approval of the City Engineer.
11. No uses other than that as stated on this permit shall be exercised. The public right-of-way shall not be used for administrative operations or storage of equipment, materials, supplies, etc. All administrative and storage areas shall have the written approval of the property owner.
12. The Permittee agrees that if any tank, pipe, conduit, duct, tunnel or other installation of any nature or kind placed in the public right of way for which the permit is issued which shall at any time in the future interfere with the use, repair, improvement, widening or change of grade of the highway, the Permittee, within ten (10) days after the receipt of a written notice from the City to do so, shall at its own sole expense either relocate or remove such installations, subject to the approval of the City Engineer.
13. The Permittee agrees to comply with all City's NPDES requirements (Chapter 5-36 of the Municipal Code - Water Quality Control) and State General Construction Permit. If de-watering operation within the public right of way is necessary, proper measures must be taken to prevent the transport of debris into the storm drain system. The placement of proper BMPs preventing any debris collected from the street surface and entering into the catch basin will be required.
14. No permit shall be approved for encroachment onto any City property for any purpose whatsoever unless the applicant provides proof of insurance coverage for bodily injury and property damage in a form and in an amount acceptable to the City Manager. The City Manager may waive the requirements of this section if he/she determines that the proposed encroachment will not constitute any significant possibility of City liability. The minimum insurance established pursuant to this section is listed in the Indemnity and Hold Harmless Agreement attached hereto.

INDEMNITY AND HOLD HARMLESS AGREEMENT
For Encroachment Permits

RESPONSIBILITY FOR DAMAGES: The Permittee agrees to and shall indemnify, defend, and hold the City of Laguna Hills, its officers, agents, employees, and representatives ("Indemnitees"), harmless from and against any and all loss, damage, liability, claim, demand, suit, cost, and expense whatsoever, including reasonable attorneys' fees, regardless of the merit or outcome of any such claim or suit arising from or in any manner connected with the issuance of the encroachment permit, and/or the installation, construction, maintenance, use, or operation of the work contemplated in the application for the encroachment permit, regardless of whether the Indemnitees reviewed and approved any plans or inspected any work or improvement, including the encroachment, and regardless of whether such maintenance, repair, replacement, or condition was affected or caused by the Indemnitees, except as provided by law.

INSURANCE: The permit shall not be effective for any purpose unless and until the Permittee obtains and files with the City of Laguna Hills, as the grantor of the permit, proof of an insurance policy which shall have commercial general liability limits in the amount of no less than one million dollars (\$1,000,000.00) per occurrence, two million dollars (\$2,000,000.00) in the general aggregate. The insurance required herein shall be provided by an authorized insurance company by the State of California and having a minimum A.M. Best's Guide Rating of A-, Class VII or better, unless such requirements are waived in writing by the City Manager or his/her designee due to unique circumstances. The City of Laguna Hills, its officers, agents and employees shall be expressly listed as additional insured under this insurance policy and the policy shall provide coverage for bodily injury and property damage. The insurance required herein shall contain a Statement of Obligation on the part of the carrier to notify the City of any material change, cancellation, or termination at least thirty (30) days in advance. For any claims related to the permit, the Permittee's insurance coverage shall be primary insurance as respects the City, its officers, agents, and employees. Any insurance or self-insurance maintained by the City, its officers, agents, and employees shall be excess of the Permittee's insurance and shall not contribute with it. The Permittee shall be responsible to keep this insurance policy in full force and effect until final completion of the work contemplated in the application for the encroachment permit. The cost of any and all premiums for this insurance policy shall be borne by the Permittee. In the event of claims against the policy, the Permittee shall be responsible for payment of any deductible amounts. A Certificate of Insurance and endorsements shall be provided to the City Engineer evidencing compliance with the requirements herein.

STATEMENT OF ACCEPTANCE OF THE CONDITIONS FOR ISSUANCE OF THE

ENCROACHMENT PERMIT: I have read and understand each of the conditions set forth for issuance of the encroachment permit and on behalf of _____, and being duly authorized to do so I accept the encroachment permit subject to these conditions.

(Signature)

(Signature)

Date

Print Name

Print Name

Signature Requirements

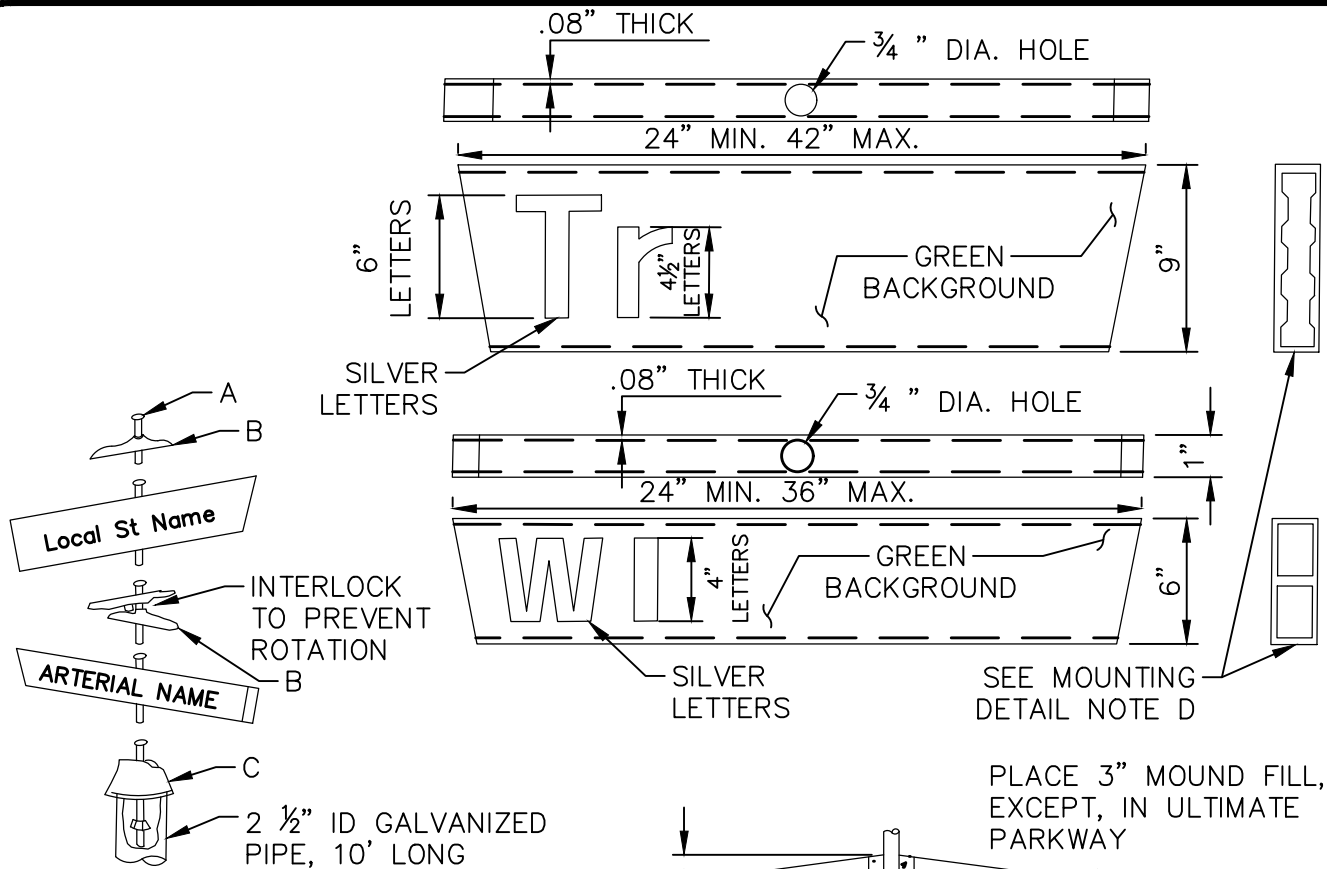
For Permittees/Contractors/Vendors that are a corporation, signature requirements are as follows:

- 1) One signature by the Chairman of the Board, the President, of the Vice President, and
- 2) One signature by the Secretary, any Assistant Secretary, the Chief Financial Officer or an Assistant Treasurer.

Parties executing an Agreement or Contract that are not identified above must also send a copy of the corporate minutes giving such person(s) the authority to sign on behalf of the corporation.

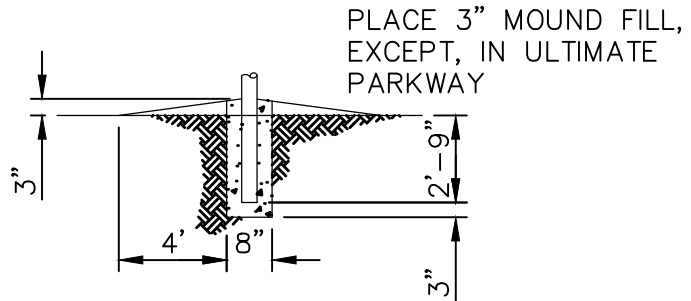
For Permittees/Contractors/Vendors that are not a corporation, signature requirements are as follows: the person who has authority to bind the Permittee/Contractor/Vendor must sign the Encroachment Permit.

Appendix F – County of Orange Standard Plan 1407 & 1417



MOUNTING DETAIL

SEE BELOW FOR NOTES
A, B, C, AND D.



FOOTING DETAIL

MOUNTING DETAIL NOTES:

- USE A $\frac{5}{8}$ INCH X 18 INCH GALVANIZED MILD STEEL CARRIAGE BOLT FOR 6-INCH AND 9-INCH SIGN COMBINATION. USE A $\frac{5}{8}$ INCH X 15 INCH CARRIAGE BOLT FOR 6-INCH AND 6-INCH SIGN COMBINATION. USE A $\frac{5}{8}$ INCH X 21 INCH CARRIAGE BOLT FOR 9-INCH AND 9-INCH SIGN COMBINATION.
- ORNAMENTAL TOP AND CENTER ACROSS SADDLE SHALL BE ANODIZED AND CAST FROM ALUMINUM CASTING ALLOY 319.
- ANODIZED $2\frac{1}{2}$ INCHES POST CAP, CAST FROM ALUMINUM CASTING ALLOY 319, WITH THREE (3) $\frac{3}{8}$ INCH STAINLESS STEEL SET SCREWS. DRILL $\frac{1}{4}$ INCH DIAMETER HOLE THROUGH CAP AND POST BETWEEN TWO SET SCREWS AND INSTALL $\frac{1}{4}$ INCH X $\frac{3}{4}$ INCH STEEL ROLL PIN.
- THE SIGN SHALL HAVE REINFORCING RIBS OR CROSS MEMBERS TO RETAIN THE RIGIDITY OF THE SIGN.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT

Revision: August 2018

Approved

Khalid Bazmi
Khalid Bazmi, County Engineer

STD. PLAN

1407

SHT. 1 OF 3

SPECIAL PROVISIONS - STREET NAME SIGN

NOTES:

1. EXACT LOCATIONS OF STREET NAME SIGNS ARE ON THE PROJECT PLANS. SEE SHEET 3 FOR PLACEMENT CRITERIA, AND STREET NAME SIGN NOTES.
2. ALUMINUM ALLOY FOR ALL COMPONENTS SHALL CONFORM TO SPECIFICATIONS PUBLISHED BY THE ALUMINUM ASSOCIATION.
3. THE 9-INCH SIGN SHALL FACE ARTERIAL TRAFFIC; THE 6-INCH SIGN SHALL FACE LOCAL STREET TRAFFIC.
4. SIGNS MUST CONFORM TO REQUIREMENTS SPECIFIED IN LATEST CA MUTCD.

MATERIAL

THE STREET NAME SIGN BLANK SHALL BE FABRICATED FROM NEW ALUMINUM SHEETS FROM 6061-T6 OR 5052-H38 ALLOYS CONFORMING TO ASTM B209 WITH A MINIMUM THICKNESS OF 0.080 INCH.

SIZE

THE SIGNS SHALL BE IN TWO SIZES:

1. FOR 6-INCH WIDE SIGNS, THE SIGN FACE SHALL BE FABRICATED IN SIX-INCH MULTIPLES FROM 24 INCHES TO 36 INCHES.
2. FOR 9-INCH WIDE SIGNS, THE SIGN FACE SHALL BE FABRICATED IN SIX-INCH MULTIPLES FROM 24 INCHES TO 42 INCHES.

FINISH

SIGN FACE SHALL BE OF WIDE ANGLE, SMOOTH SURFACE REFLECTIVE SHEETING, CONFORMING TO FEDERAL SPECIFICATIONS L-S-300A CLASSIFICATION 1.2 TYPE I (CLASS 1 OR 2) TABLE II REFLECTIVITY I. LEGEND SHALL BE SILVER WITH REVERSE SCREEN GREEN BACKGROUND. SHEETING SHALL BE BONDED TO SIGN BLANKS AND BE OF THE SAME SHAPE AND SIZE.

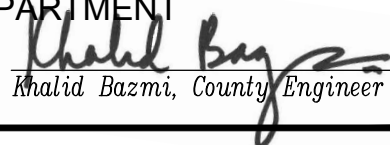
LETTERING

THE SIZE OF THE LETTERING DEPENDS UPON THE WIDTH OF SIGN BLANK.

1. THE 6-INCH WIDTH SIGN SHALL HAVE 4-INCH CAPITAL LETTERS
2. THE 9-INCH WIDTH SIGN SHALL HAVE 6-INCH CAPITAL LETTERS AND 4½-INCH LOWER CASE LETTERS.
3. THE STREET NAME SHALL BE CENTERED ON THE SIGN FACE.
4. STREET NAME PREFIXES (SUCH AS CALLE, CAMINO) SHALL BE SHOWN IN 2-INCH CAPITAL LETTERS; STREET NAME SUFFIXES (SUCH AS DRIVE, STREET, ROAD), SHALL BE SHOWN IN 2-INCH CAPITAL LETTERS; AND BLOCK NUMBERS SHALL NOT BE SHOWN.
5. SPACING OF LETTERS TO BE AS FOLLOWS:
 - A. THE END SPACE SHALL NOT BE LESS THAN ⅓ THE HEIGHT OF THE UPPER CASE LETTER BEING USED.
 - B. THE SPACING BETWEEN WORDS ON NAMES WITH TWO OR MORE WORDS SHALL BE NOT LESS THAN ⅔ THE HEIGHT OF THE UPPER CASE LETTER BEING USED.
 - C. THE SPACING BETWEEN LETTERS SHALL BE 1 TO 1½ TIMES THE STROKE WIDTH (WIDTH OF LETTERING MATERIAL), DEPENDENT UPON COMBINATION OF LETTERS.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT

Approved


Khalid Bazmi, County Engineer

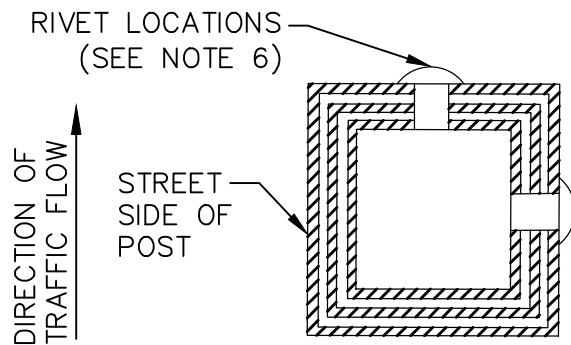
Revision: August 2018

STD. PLAN

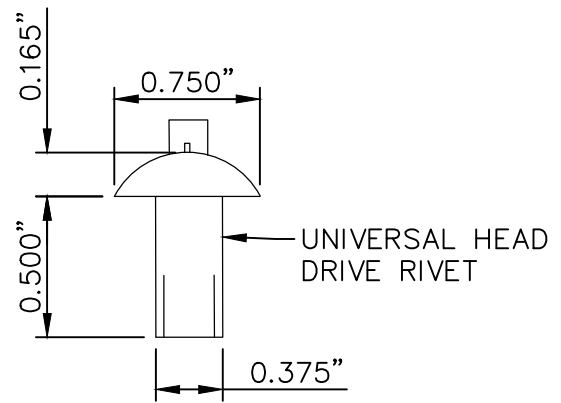
1407

SHT. 2 OF 3

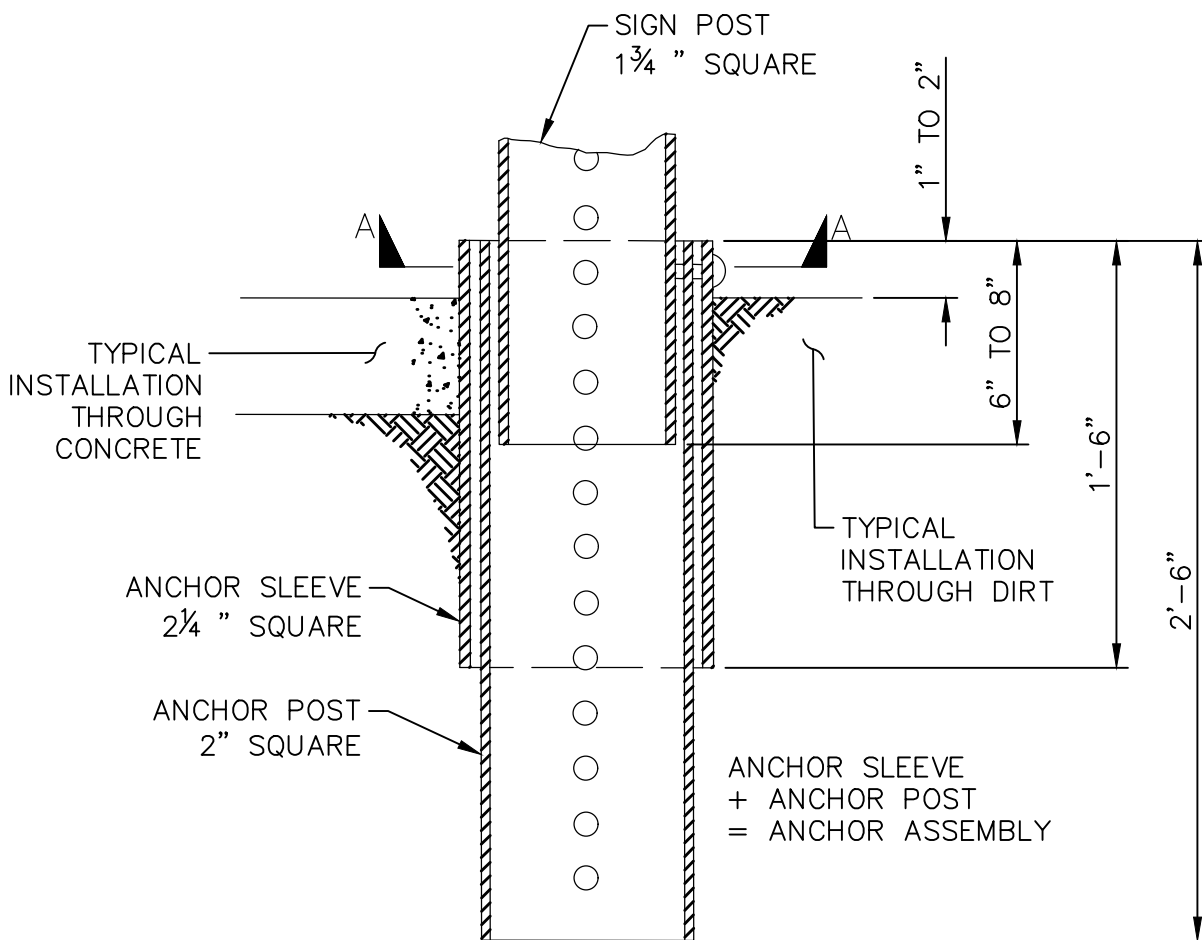
SPECIAL PROVISIONS - STREET NAME SIGN



SECTION A-A



RIVET DETAIL



TYPICAL SECTION

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT

Revised: August 2018

Approved

Khalid Bazmi
Khalid Bazmi, County Engineer

STD. PLAN

1417

SHT. 1 OF 2

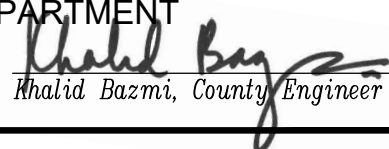
SIGN POST INSTALLATION

NOTES:

1. SQUARE PERFORATED STEEL TUBE POSTS WITH BREAK-AWAY BASE, "TELESPAR" OR EQUAL, SHALL BE USED FOR ALL TRAFFIC CONTROL AND INFORMATIONAL SIGNS WITHIN ROAD RIGHT-OF-WAY, WITH THE EXCEPTION OF STREET NAME SIGNS PER STANDARD PLAN 1407 AND 1409.
2. THE NUMBER OF POSTS REQUIRED FOR SIGN INSTALLATION SHALL BE DETERMINED BY THE AREA OF THE SIGN OR COMBINATION OF SIGNS TO BE INSTALLED. A SINGLE POST SHALL BE USED WHERE BOTH THE LENGTH AND WIDTH ARE LESS THAN 48 INCHES, WITH THE EXCEPTION OF A 48 INCH X 48 INCH STOP SIGN. DOUBLE POSTS SHALL BE USED WHERE EITHER THE LENGTH OR THE WIDTH EXCEEDS 48 INCHES.
3. THE ANCHOR ASSEMBLY SHALL CONSIST OF A 2 INCH SQUARE BY 2 FOOT-6 INCH ANCHOR POST AND A 2¼ INCH SQUARE BY 1 FOOT-6 INCH ANCHOR SLEEVE.
4. THE ANCHOR ASSEMBLY, CONSISTING OF THE ANCHOR POST AND ANCHOR SLEEVE, SHALL BE DRIVEN SIMULTANEOUSLY UNTIL ONLY 1 INCH TO 2 INCHES REMAINS ABOVE GROUND LEVEL. THE TOPS OF BOTH PIECES SHALL BE FLUSH.
5. ALL DIRT SHALL BE REMOVED FROM THE INSIDE TOP 8 INCH OF THE ANCHOR ASSEMBLY TO ALLOW FOR INSTALLATION OF THE SIGN POST.
6. INSTALL THE 1¾ INCH SQUARE SIGN POST 6 INCHES TO 8 INCHES INTO THE ANCHOR ASSEMBLY AND SECURE IN PLACE WITH TWO ⅝ INCH UNIVERSAL HEAD DRIVE RIVETS AS SHOWN. THE RIVETS SHALL BE INSTALLED ON THE SIDE OPPOSITE TRAFFIC FLOW AND THE SIDE AWAY FROM TRAFFIC AS SHOWN IN ORDER TO ACHIEVE THE MAXIMUM BREAK-AWAY EFFECT.
7. INSTALLATION ACCORDING TO THESE REQUIREMENTS IS ESSENTIAL TO MAINTAIN THE BREAK-AWAY CHARACTERISTICS OF THE POST SYSTEM. **UNDER NO CIRCUMSTANCES** SHALL THE ANCHOR ASSEMBLY BE SECURED IN CONCRETE FOOTINGS.
8. ALL CONCRETE SHALL BE PER STANDARD PLAN 1803.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT

Approved


Khalid Bazmi, County Engineer

Revised: August 2018

STD. PLAN

1417

SHT. 2 OF 2

SIGN POST INSTALLATION



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Joe Ames, Assistant City Manager
Issue: Award of Professional Services Agreement to AGA Engineers, Inc. for Regional Traffic Signal Synchronization Program for Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project, CIP 168-L

Recommendation: That the City Council: 1. Award a Professional Services Agreement to AGA Engineers, Inc. for Regional Traffic Signal Synchronization Program for Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project, and 2. Authorize the City Manager to execute the Agreement.

Background:

The City of Laguna Hills was awarded funding through the Orange County Transportation Authority's (OCTA) FY2024/2025 Project P – Regional Traffic Signal Synchronization Program, following a successful joint application submitted in partnership with the City of Laguna Woods. The grant-funded project proposes to upgrade and synchronize 18 signalized intersections along Moulton Parkway from Lake Forest Drive to El Toro Road, El Toro Road from Moulton Parkway to Paseo de Valencia, and Paseo de Valencia from El Toro Road to Alicia Parkway within Laguna Hills and Laguna Woods. These improvements will include construction to provide new and updated traffic signal-related equipment including new traffic signal controllers, radar vehicle detection, emergency vehicle preemption, backup battery power and fiber-optic communication infrastructure systems.

The Regional Traffic Signal Synchronization Program – Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project (CIP No. 168-L) is included in the City's FY2023–2025 Capital Improvement Program as a regional initiative focused on traffic signal coordination and corridor efficiency.

As established in the Cooperative Agreement executed on November 12, 2024, Laguna Hills is serving as the lead agency responsible for project management, design oversight, and coordination of Interagency improvements.

The first step in implementing this project is to award an agreement for project design services. To initiate project development, City staff issued a Request for Proposals (RFP) on February 26, 2025 for project design services. Four firms submitted proposals by the April 8, 2025 deadline. The corresponding fee schedules were submitted in separate sealed envelopes. A list of firms that submitted proposals in response to each of the RFPs is as follows:

ADVANTEC Consulting Engineers, Inc.
AGA Engineers, Inc.
Kimley-Horn & Associates, Inc.
TKE Engineering, Inc.

Pursuant to Laguna Hills Municipal Code (LHMC) Section 3-08.150 (Professional Services Contracts), the City must select consultants based on demonstrated competence and professional qualifications rather than cost alone.

Section 3-08.150 reads in relevant part as follows: "...[S]election by the city for professional services in areas including but not limited to private architectural, landscape architectural, engineering, environmental, land surveying, construction project management, management and administration, financial, accounting, auditing, actuarial, economics, and/or development and planning, which involve the exercise of discretion and independent judgment together with an advanced or specialized knowledge, expertise, training, or unique skills gained by formal studies or experience, shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required, and shall not be awarded solely on the basis of cost. In order to implement this method of selection, the City Manager shall promulgate administrative regulations concerning contracting for professional services to ensure that such services are engaged on the basis of demonstrated competence and qualifications for the types of services to be performed and at fair and reasonable prices to the city. In accordance with state law, the city shall consider price after the city is satisfied that the would-be person, company, corporation, contractor, consultant, or firm has demonstrated the competence and professional qualifications necessary for the satisfactory performance of the services required." (Emphasis added.)

In accordance with this requirement, City's project team evaluated all proposals using a qualifications-based selection process consistent with the City's procurement procedures. As part of this process, the City also conducted interviews with the two highest-ranked firms to further assess their capabilities and experience.

The RFP evaluation process applied the following selection criteria:

1. Experience of the firm, particularly of staff assigned to provide the requested services
2. Demonstrated understanding of the service needs outlined in this RFP
3. Successful delivery of similar services
4. Location of firm and availability of staff assigned to City
5. Quality of references
6. Content, quality, completeness and form of submitted proposal
7. Interviews
8. Proposed cost of services (considered after selection of best qualified firms)

Based on this evaluation, AGA Engineers, Inc. was identified as the most qualified consultant to provide the design engineering, traffic signal timing, and technical support services necessary to complete both the Primary Implementation (PI) and Operations and Maintenance (O&M) phases of the project.

City staff recommend City Council award a Professional Services Agreement to AGA Engineers, Inc. in the amount of \$490,000 for engineering design, traffic signal timing services, and technical support related to the Regional Traffic Signal Synchronization Program – Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project.

This project is a traditional design-bid-build project. Therefore, the infrastructure design plans are expected to be complete by the end of 2025 to allow for the start of construction in early 2026. Implementation of the new traffic signal improvements and timing will follow to close out the Project Implementation Phase by May of 2027. The two-year O&M phase will commence with the completion of the first phase.

CEQA:

The project is categorically exempt from environmental review under CEQA Guidelines Section 15301(c), which covers the operation, maintenance, and minor alteration of existing streets and highways.

Fiscal Impact:

The grant budget allocated for professional engineering support services for Project Implementation (PI) the design, signal timing phase, and 2-year Operation Maintenance (OM) phases of this project is \$501,199.80. The proposed Professional Services Agreement with AGA Engineers, Inc. in the amount of \$490,000 is within this approved budget.

Total estimated project cost is \$1,685,132.40 and includes the planned traffic signal infrastructure improvements which will be bid out once the design plans are complete. OCTA's Project P grant will fund up to 80% of the total estimated project cost, or \$1,348,105.92. The remaining 20% will be shared by the participating jurisdictions as follows:

- City of Laguna Hills (cash contribution): \$232,514.68
- City of Laguna Hills (in-kind services): \$11,035.00
- City of Laguna Woods (cash contribution): \$93,476.80

The City of Laguna Hills cash contribution has been budgeted for in the FY25-27 Biennial Capital Improvement Program with funding coming from Coastal Area Road Improvements and Traffic Signals (CARITS) funds on deposit with the City, paid by project developers over time, and which are required to be spent on roadway improvements and traffic signal improvements.

Attachments:

1. Professional Services Agreement with AGA Engineers Re RTSSP Design Confluence Bypass Project

PROFESSIONAL SERVICES AGREEMENT

AGA Engineers, Inc.

*Regional Traffic Signal Synchronization Program for
Paseo de Valencia-Moulton Parkway Confluence Bypass Project*

THIS PROFESSIONAL SERVICES AGREEMENT (hereinafter "Agreement") is made and entered into, to be effective the 10th day of June 2025, by and between the CITY OF LAGUNA HILLS, a municipal corporation organized and existing under the laws of the State of California, (hereinafter referred to as "City") and AGA ENGINEERS, INC., a California S corporation (hereinafter referred to as "Consultant"). City and Consultant are sometimes hereinafter individually referred to as "Party" and are hereinafter collectively referred to as the "Parties."

RECITALS

A. City has determined that there is a need to retain the professional services of a qualified multidiscipline civil engineering firm specializing in municipal traffic and transportation engineering, with specialized expertise with multijurisdictional traffic signal coordination and the Regional Traffic Signal Synchronization Program (RTSSP), to provide the City with traffic engineering consulting services to develop and optimize signal synchronization timing of the traffic signals along the Paseo de Valencia-Moulton Parkway Confluence Bypass Corridor (the "Project").

B. In response to City's Request for Proposals (RFP), dated February 26, 2025, Consultant has submitted to City a proposal, dated May 16, 2025, to provide the City with professional civil engineering and traffic engineering consulting services for the Project pursuant to the terms of this Agreement.

C. Consultant represents and maintains that it is uniquely qualified by virtue of its experience, training, education, reputation, and technical expertise to provide the professional civil engineering and traffic engineering consulting services to City for the Project and has agreed to provide such consulting services as provided herein. City does not have the personnel, training, certification, specialized equipment, or technical expertise necessary to perform the work and services contracted for herein.

D. City desires to retain Consultant to provide such professional consulting services for the Project.

NOW, THEREFORE, in consideration of the promises and mutual obligations, covenants, and conditions contained herein, and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. SERVICES OF CONSULTANT

1.1 Scope of Services and Standard of Performance. In compliance with all terms and conditions of this Agreement, Consultant agrees to provide and perform professional civil

engineering and traffic engineering consulting services for the Project as set forth in the Consultant's Proposal/Scope of Work, dated May 16, 2025, and as set forth in City's Request for Proposal/Project Specifications, dated February 26, 2025, which are both attached hereto as Exhibit "A" and Exhibit "B" respectively and are incorporated herein by reference (hereinafter referred to as the "Scope of Services," the "Services" or "Work"). As a material inducement to the City entering into this Agreement, Consultant acknowledges and understands that the Services and Work contracted for under this Agreement require specialized skills and abilities and that, consistent with this understanding, Consultant's Services and Work shall be performed in a skillful and competent manner and shall be held to a standard of quality and workmanship prevalent in the industry for such Services and Work and with the standards recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and warrants that it is skilled in the professional discipline necessary to perform the Services and Work and that it holds the necessary skills and abilities to satisfy the standard of work as set forth in this Agreement. Consultant represents and warrants that it and all of its employees, subconsultants and subcontractors providing any Work or Services under this Agreement shall have sufficient skill and experience to perform the Services and Work assigned to them. All Services and Work shall be completed to the reasonable satisfaction of the City.

1.2 Contract Documents. The Agreement between the Parties shall consist of the following: (1) this Agreement; (2) the Consultant's signed, original Proposal/Scope of Work dated May 16, 2025 submitted to City ("Consultant's Proposal"), and (3) City's Request for Proposals/Project Specifications, dated February 26, 2025, which shall all three be referred to collectively hereinafter as the "Contract Documents." The Consultant's Proposal is attached hereto as Exhibit "A" and the City's Request for Proposals/Project Specifications is attached hereto as Exhibit "B" and are both hereby incorporated by reference and made a part of this Agreement. All provisions of the Contract Documents shall be binding on the Parties. Should any conflict or inconsistency exist in the Contract Documents, the conflict or inconsistency shall be resolved by applying the provisions in the highest priority document, which shall be determined in the following order of priority: (1st) the terms and conditions of this Agreement; (2nd) terms, conditions, provisions and project requirements set forth in the City's Request for Proposals/Project Specifications (Exhibit "B"); and (3rd) the provisions of the Consultant's Proposal (Exhibit "A").

1.3 Compliance with Law. Consultant shall comply at all times during the term of this Agreement with all applicable federal, state, and local laws, statutes, and ordinances and all lawful orders, rules, and regulations promulgated thereunder, including without limitation all applicable fair labor standards and Cal/OSHA requirements. Consultant shall keep itself fully informed of and in compliance with all local, state, and federal laws, rules, and regulations in any manner affecting the performance of the Work and Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with performing the Work and Services. If Consultant performs any Work or Services in violation of such laws, rules, and regulations, Consultant shall be solely responsible for all penalties and costs arising therefrom. Consultant shall defend, indemnify, and hold City, its elected and appointed officials, officers, employees, agents and volunteers, free and harmless from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules, or regulations.

1.4 Licenses, Permits, Fees, and Assessments. Prior to performing any Services or Work hereunder Consultant shall obtain all licenses, permits, qualifications, and approvals of whatever nature that are legally required to practice its profession and perform the Work and Services required by this Agreement. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect at all times during the term of this Agreement and any extension, any license, permit, qualification, or approval that is legally required for Consultant to perform the Work and Services under this Agreement. Consultant shall have the sole obligation to pay for any fees, assessments, and taxes, plus applicable penalties and interest, which may be imposed by law and arise from or are necessary for the Consultant's performance of the Work and Services required by this Agreement, and shall defend, indemnify, and hold the City, its elected and appointed officials, officers, employees, agents and volunteers, free and harmless from and against any claim or liability arising out of any failure or alleged failure to obtain such license, permits, and approvals of whatever nature that are legally required to perform the Work or Services.

1.5 Familiarity with Work. By executing this Agreement, Consultant represents and warrants that it (a) has thoroughly investigated and considered the Scope of Work or Services to be performed, (b) has carefully considered how the Services should be performed and has carefully examined the location or locations at or with respect to where such Services or Work is to be performed, and (c) fully understands the facilities, difficulties, and restrictions attending performance of the Services under this Agreement. If the Services involve work upon any site, Consultant represents and maintains that Consultant has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of any Services hereunder. Should the Consultant discover any latent or unknown conditions that will materially affect the performance of the Services hereunder, Consultant shall immediately inform the City of such fact and shall not proceed except at Consultant's risk until written instructions are received from the City.

1.6 Care of Work. Consultant shall adopt reasonable methods during the term of the Agreement to furnish continuous protection to the Work and the equipment, materials, papers, documents, plans, studies, and/or other components thereof to prevent losses or damages, and shall be responsible for all such damages, to persons or property, until acceptance of the Work by the City, except such losses or damages as may be caused by City's own negligence.

1.7 Further Responsibilities of Parties. Both Parties agree to use reasonable care and diligence to perform their respective obligations under this Agreement. Both Parties agree to act in good faith to execute all instruments, prepare all documents, and take all actions as may be reasonably necessary to carry out the purposes of this Agreement.

1.8 Additional Services. City shall have the right at any time during the performance of the Services, without invalidating this Agreement, to order extra work beyond that specified in the Consultant's Proposal/Scope of Services (Exhibit "A") or make changes by altering, adding to, or deducting from such Work. No such extra work may be undertaken unless a written order is first given by the City to the Consultant, incorporating therein any adjustment in (i) the Maximum Contract Amount, as defined below, and/or (ii) the time to perform this Agreement, which adjustments are subject to the written approval of the Consultant. It is expressly

understood by Consultant that the provisions of this section shall not apply to the Work and Services specifically set forth in the Scope of Services or reasonably contemplated therein, regardless of whether the time or materials required to complete any Work or Service identified in the Scope of Services exceeds any time or material amounts or estimates provided therein.

1.9 Non-Exclusive Agreement. Consultant acknowledges that City may enter into agreements with other contractors, consultants, or vendors for services similar to the services that are the subject of this Agreement. Consultant further acknowledges that City may have its own employees perform services similar to the services that are the subject of this Agreement.

2. COMPENSATION

2.1 Maximum Contract Amount. For the Services and Work rendered pursuant to this Agreement, Consultant shall be compensated by City for the services performed, including authorized reimbursements, in accordance with the professional rates and charges set forth in the Schedule of Compensation/Fees, which is attached hereto as Exhibit "A" and is incorporated herein by reference, but not exceeding the total maximum contract amount of Four Hundred Ninety Thousand Dollars (\$490,000.00) (hereinafter referred to as the "Maximum Contract Amount"). The method of compensation shall be as set forth in Exhibit "A". The Maximum Contract Amount shall include the attendance of Consultant at all Project meetings deemed reasonably necessary by the City. Consultant shall not be entitled to any increase in the Maximum Contract Amount for attending these meetings. Compensation for necessary expenditures for reproduction costs, telephone expenses, and transportation expenses must be approved in advance by the Contract Officer designated pursuant to Section 4.2 and will only be approved if such expenses are also specified in the Schedule of Compensation/Fees. The maximum amount of City's payment obligation under this Agreement is the amount specified in this section.

2.2. Method of Payment. Unless some other method of payment is specified in the Schedule of Compensation/Fees (Exhibit "A"), in any month in which Consultant wishes to receive payment, no later than the tenth (10th) working day of such month, Consultant shall submit to the City, in a form approved by the City's Finance Director, an invoice for services rendered prior to the date of the invoice. Such requests shall be based upon the amount and value of the services performed by Consultant and accompanied by such reporting data including an itemized breakdown of all costs incurred and tasks performed during the period covered by the invoice, as may be required by the City. City shall use reasonable efforts to make payments to Consultant within forty-five (45) days after receipt of the invoice or a soon thereafter as is reasonably practical.

2.3 *Intentionally omitted.*

2.4 Changes in Scope. In the event any change or changes in the Scope of Services is requested by the City, the Parties shall execute a written amendment to this Agreement, setting forth with particularity all terms of such amendment, including, but not limited to, any additional professional fees. An amendment may be entered into: (a) to provide for revisions or modifications to documents or other work product or work when documents or other work

product or work is required by the enactment or revision of law subsequent to the preparation of any documents, other work product, or work; and/or (b) to provide for additional services not included in this Agreement or not customarily furnished in accordance with generally accepted practice in Consultant's profession.

2.5 Appropriations. This Agreement is subject to and contingent upon funds being appropriated therefore by the Laguna Hills City Council for each fiscal year covered by the term of this Agreement. If such appropriations are not made, this Agreement shall automatically terminate without penalty to the City.

3. SCHEDULE OF PERFORMANCE

3.1 Time of Essence. Time is of the essence in the performance of this Agreement. The time for completion of the services to be performed by Consultant is an essential condition of this Agreement. Consultant shall prosecute regularly and diligently the Work of this Agreement according to the agreed upon Schedule of Performance.

3.2 Schedule of Performance. Consultant shall commence the Services pursuant to this Agreement upon receipt of a written notice to proceed, or on each task order, if applicable, and shall perform all Services within the time period(s) established in the Schedule of Performance, which is attached hereto as Exhibit "A" and is incorporated herein by reference. When requested by Consultant, extensions to the time period(s) specified in the Schedule of Performance may be approved in writing by the Contract Officer; however, the City shall not be obligated to grant such an extension.

3.3 Force Majeure. The time period(s) specified in the Schedule of Performance for performance of the Services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Consultant (financial inability excepted), including, but not limited to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, pandemics, quarantine restrictions, riots, strikes, freight embargoes, wars, and/or acts of any governmental agency, including the City, if Consultant, within ten (10) days of the commencement of such delay, notifies the City Manager in writing of the causes of the delay. The City Manager shall ascertain the facts and the extent of delay, and extend the time for performing the Services for the period of the enforced delay when and if in the judgment of the City Manager such delay is justified. The City Manager's determination shall be final and conclusive upon the Parties to this Agreement. In no event shall Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of the Agreement pursuant to this section.

3.4 Term. Unless earlier terminated as provided elsewhere in this Agreement, this Agreement shall commence upon the effective date of this Agreement and shall continue in full force and effect for a period of three (3) years, commencing on June 10, 2025, and ending on June 30, 2028, unless extended by mutual written agreement of the Parties.

3.5 Task Orders. Consultant hereby agrees and acknowledges that any and all Services or Work performed pursuant to this Agreement shall be based upon the prior issuance

of a written project task order by the City. Furthermore, Consultant hereby agrees and acknowledges that execution of this Agreement by the City does not in any way guarantee that a task order will be issued to Consultant. Moreover, execution of this Agreement by the City shall not entitle Consultant to any form of payment or compensation from the City without City first having issued a project task order.

3.6 Notice to Proceed. Consultant understands and hereby agrees and acknowledges that the start date of the Preliminary Investigation (PI) Phase and Operations and Maintenance (O&M) Phase of the Project shall be solely based on the date of the Notice to Proceed issued in advance by the City. The City will issue a separate Notice to Proceed for each phase of Work.

4. COORDINATION OF WORK

4.1 Representative of Consultant. The following principal of Consultant is hereby designated as being the principal and representative of Consultant authorized to act in its behalf with respect to the Services to be performed under this Agreement and to make all decisions in connection therewith: **Chalap K. Sadam, P.E., T.E., President.** It is expressly understood that the experience, knowledge, education, capability, expertise, and reputation of the foregoing principal is a substantial inducement for City to enter into this Agreement. Therefore, the foregoing principal shall be responsible during the term of this Agreement for directing all activities of Consultant and devoting sufficient time to personally supervise the Work or Services performed hereunder. The foregoing principal may not be changed by Consultant without prior written approval of the Contract Officer.

4.2 Contract Officer. The Contract Officer shall be such person as may be designated by the City Manager of City, and is subject to change by the City Manager. It shall be the Consultant's responsibility to ensure that the Contract Officer is kept fully informed of the progress of the performance of the Services, and the Consultant shall refer any decisions which must be made by City to the Contract Officer. Unless otherwise specified herein, any approval of City required hereunder shall mean the approval of the Contract Officer. The Contract Officer shall have authority to sign all documents on behalf of the City required hereunder to carry out the terms of this Agreement.

4.3 Prohibition Against Subcontracting or Assignments. The experience, knowledge, capability, expertise, and reputation of Consultant, its principals and employees, were a substantial inducement for City to enter into this Agreement. Therefore, Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, voluntarily or by operation of law, without the prior written consent of City. Consultant shall not contract with any other entity to perform the Services required without prior written consent of City. If Consultant is permitted to subcontract any part of this Agreement by City, Consultant shall be responsible to City for the acts and omissions of its subcontractor(s) in the same manner as it is for persons directly employed. Nothing contained in this Agreement shall create any contractual relationships between any subcontractor and City. All persons engaged in the Work will be considered employees of Consultant. City will deal directly with and will make all payments to Consultant. In addition, neither this Agreement nor any interest herein may be transferred, assigned, conveyed, hypothecated, or encumbered voluntarily or by

operation of law, whether for the benefit of creditors or otherwise, without the prior written consent of City. Transfers restricted hereunder shall include the transfer to any person or group of persons acting in concert of more than twenty five percent (25%) of the present ownership and/or control of Consultant, taking all transfers into account on a cumulative basis. In the event of any such unapproved transfer, including any bankruptcy proceeding, this Agreement shall be void. No approved transfer shall release Consultant or any surety of Consultant from any liability hereunder without the express written consent of City.

4.4 Independent Contractor.

A. The legal relationship between the Parties is that of an independent contractor, and nothing herein shall be deemed to make Consultant a City employee. During the performance of this Agreement, Consultant and its officers, employees, and agents shall act in an independent capacity and shall not act as City officers or employees. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. The personnel performing the Services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City nor any of its officials, officers, employees, agents or volunteers shall have control over the conduct of Consultant or any of its officers, employees, or agents, except as set forth in this Agreement. Consultant, its officers, employees or agents, shall not maintain a permanent office or fixed business location at City's offices. City shall have no voice in the selection, discharge, supervision, or control of Consultant's officers, employees, representatives or agents or in fixing their number, compensation, or hours of service. Consultant shall pay all wages, salaries, and other amounts due its employees in connection with the performance of Services under this Agreement as required by law and shall be responsible for all reports and obligations respecting them, including but not limited to social security income tax withholding, unemployment compensation, workers' compensation, and other similar matters. City shall not in any way or for any purpose be deemed to be a partner of Consultant in its business or otherwise a joint venturer or a member of any joint enterprise with Consultant.

B. Consultant shall not incur or have the power to incur any debt, obligation, or liability against City, or bind City in any manner.

C. No City benefits shall be available to Consultant, its officers, employees, or agents, in connection with the performance of any Work or Services under this Agreement. Except for professional fees paid to Consultant as provided for in this Agreement, City shall not pay salaries, wages, or other compensation to Consultant for the performance of any Work or Services under this Agreement. City shall not be liable for compensation or indemnification to Consultant, its officers, employees, or agents, for injury or sickness arising out of performing any Work or Services hereunder. If for any reason any court or governmental agency determines that the City has financial obligations, other than pursuant to Section 2 and Subsection 1.8 herein, of any nature relating to salary, taxes, or benefits of Consultant's officers, employees, representatives, agents, or subconsultants or subcontractors, Consultant shall defend, indemnify, and hold harmless City from and against all such financial obligations.

4.5 PERS Eligibility & Indemnification.

A. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing any Work or Services under this Agreement claims or is determined by a court of competent jurisdiction or the California Public Employee Retirement System (PERS) to be eligible for enrollment in PERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of the City.

B. Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing any Work or Services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in PERS as an employee of City and entitlement to any contribution to be paid by City for employer contribution and/or employee contributions for PERS benefits.

5. INSURANCE

5.1 Compliance with Insurance Requirements. Consultant shall obtain, maintain, and keep in full force and effect during the term of this Agreement, at its sole cost and expense, and in a form and content satisfactory to City, all insurance required under this section. Consultant shall not commence any Work or Services under this Agreement unless and until it has provided evidence satisfactory to City that it has secured all insurance required under this section. If Consultant's existing insurance policies do not meet the insurance requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

5.2 Types of Insurance Required. As a condition precedent to the effectiveness of this Agreement, and without limiting the indemnity provisions set forth in this Agreement, Consultant shall obtain and maintain in full force and effect during the term of this Agreement, including any extension thereof, the following policies of insurance:

A. **Commercial General Liability Insurance.** Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Commercial General Liability Insurance written on an occurrence basis with limits of at least one million dollars (\$1,000,000.00) per occurrence, two million dollars (\$2,000,000.00) in the general aggregate, and one million dollars (\$1,000,000.00) for products and completed operations. Defense costs shall be paid in addition to the limits. The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to the Agreement.

B. **Automobile Liability Insurance.** Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Automobile Liability Insurance written on a per occurrence basis with limits of at least one million dollars

(\$1,000,000.00) combined limit for each occurrence covering bodily injury and property damage. The policy shall specifically include coverage for owned, non-owned, leased, and hired automobiles.

C. Workers' Compensation Insurance. Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Workers' Compensation Insurance in at least the minimum statutory amounts, and in compliance with all other statutory requirements, as required by the State of California. Consultant agrees to waive and obtain endorsements from its workers' compensation insurer waiving all subrogation rights under its workers' compensation insurance policy against the City, its officials, officers, employees, agents and volunteers, and to require each of its subconsultants and subcontractors, if any, to do likewise under their workers' compensation insurance policies. Consultant shall obtain and maintain, in full force and effect throughout the term of this Agreement, a policy of Employer's Liability Insurance written on a per occurrence basis with limits of at least one million dollars (\$1,000,000.00) per accident for bodily injury or disease.

D. Professional Liability (Errors & Omissions) Insurance. Consultant shall obtain and maintain in full force and effect throughout the term of this Agreement, a policy of Professional Liability or Errors and Omissions Insurance appropriate to Consultant's profession with limits of at least two million dollars (\$2,000,000.00). Covered professional services shall specifically include all Work or Services to be performed under the Agreement and delete any exclusions that may potentially affect the Work or Services to be performed under this Agreement.

1. Intentionally omitted.

2. If the policy of insurance is written on a "claims-made" basis, the City may require that the policy be continued in full force and effect at all times during the term of this Agreement, and for a period of three (3) years from the date of the completion of the Work or Services provided hereunder. In the event of termination of the policy during this period, Consultant shall obtain continuing insurance coverage for the prior acts or omissions of Consultant during the course of performing the Work or Services under the terms of this Agreement. The coverage shall be evidenced by either a new policy evidencing no gap in coverage, or by obtaining separate extended "tail" coverage with the present or new carrier or other insurance arrangements providing for complete coverage, either of which shall be subject to the written approval by the City.

3. In the event the policy of insurance is written on an "occurrence" basis, the policy shall be continued in full force and effect during the term of this Agreement, or until completion of the Work or Services provided for in this Agreement, whichever is later. In the event of termination of the policy during this period, new coverage shall immediately be obtained to ensure coverage during the entire course of performing the Work or Services under the terms of this Agreement.

5.3 Acceptability of Insurers. Insurance required by this section shall be issued by a licensed company authorized to transact business in the state by the Department of Insurance for the State of California with a current rating of A-VII or better (if an admitted carrier), or a

current rating of A:X or better (if offered by a non-admitted insurer listed on the State of California List of Approved Surplus Lines Insurers (LASLI), by the latest edition of A.M. Best's Key Rating Guide, except that the City will accept workers' compensation insurance from the State Compensation Fund. In the event the City determines that the Work or Services to be performed under this Agreement creates an increased or decreased risk of loss to the City, the Consultant agrees that the minimum limits of the insurance policies may be changed accordingly upon receipt of written notice from the City. Consultant shall immediately substitute any insurer whose A.M. Best rating drops below the levels specified herein.

5.4 Insurance Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for written approval. Required insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the City to add the following provisions to the insurance policies:

A. The policy or policies of insurance required by this section for Commercial General Liability and Automobile Liability Insurance shall be endorsed to provide the following:

1. Additional Insured: The City, its officials, officers, employees, agents and volunteers, shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement; and

2. Additional Insured Endorsements: Additional insured endorsements shall not (1) be restricted to "ongoing operations", (2) exclude "contractual liability", (3) restrict coverage to "sole" liability of Consultant, or (4) contain any other exclusions contrary to the Agreement; and, the coverage shall contain no special limitations on the scope of protection afforded to additional insureds.

3. Notice: The policy or policies of insurance required by this section for Commercial General Liability and Automobile Liability Insurance shall be endorsed to state that coverage shall not be suspended, voided, cancelled, or modified, or reduced in coverage or in limits, except after thirty (30) days prior written notice by First Class U.S. Mail, postage-prepaid, has been provided to the City. Notwithstanding the foregoing, if coverage is to be suspended, voided, or cancelled because of Consultant's failure to pay the insurance premium, the notice provided to City shall be by ten (10) days prior written notice.

B. For all policies of Commercial General Liability Insurance, Consultant shall provide endorsements for ongoing operations and completed operations to effectuate this requirement.

5.5 Deductibles and Self-Insured Retentions. Any deductible or self-insured retention must be approved in writing by the City in advance and shall protect the City, its officials, officers, employees, agents and volunteers, in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

5.6 Primary and Non-Contributing Insurance. All policies of Commercial General Liability Insurance and Automobile Liability Insurance shall be primary and any other insurance, deductible, or self-insurance maintained by the City, its officials, officers, employees, agents or volunteers, shall not contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

5.7 Waiver of Subrogation. All policies of Commercial General Liability and Automobile Liability Insurance shall contain or be endorsed to waive subrogation against the City, its officials, officers, employees, agents and volunteers, or shall specifically allow Consultant or others providing insurance evidence in compliance with the requirements set forth in this section to waive their right to recovery prior to a loss. Consultant hereby agrees to waive its own right of recovery against the City, its officials, officers, employees, agents and volunteers, and Consultant hereby agrees to require similar written express waivers and insurance clauses from each of its subconsultants or subcontractors.

5.8 Evidence of Coverage. Concurrently with the execution of the Agreement, Consultant shall deliver certificates of insurance together with original endorsements affecting each of the insurance policies required by this section. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for written approval. The certificates of insurance and original endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced and not replaced immediately so as to avoid a lapse in the required coverage, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies. Consultant shall promptly furnish, at City's request, copies of actual policies including all declaration pages, endorsements, exclusions and any other policy documents City requires to verify coverage.

5.9 Requirements Not Limiting. Requirement of specific coverage or minimum limits contained in this section are not intended as a limitation on coverage, limits, or other requirements, or a waiver of any coverage normally provided by any insurance. Nothing in this section shall be construed as limiting in any way the indemnification provision contained in this Agreement, or the extent to which Consultant may be held responsible for payments of damages to persons or property.

5.10 Enforcement of Agreement (Non-Estoppel). Consultant acknowledges and agrees that actual or alleged failure on the part of the City to inform Consultant of any non-compliance with any of the insurance requirements set forth in this section imposes no additional obligation on the City nor does it waive any rights hereunder.

5.11 Insurance for Subconsultants. Consultant shall either: (1) include all subconsultants or subcontractors engaged in any Work or Services for Consultant relating to this Agreement as additional named insureds under the Consultant's insurance policies, or (2)

Consultant shall be responsible for causing its subconsultants or subcontractors to procure and maintain the appropriate insurance in compliance with the terms of the insurance requirements set forth in this section, including adding the City, its officials, officers, employees, agents and volunteers, as additional insureds to their respective policies. All policies of Commercial General Liability Insurance provided by Consultant's subconsultants or subcontractors performing any Work or Services related to this Agreement shall be endorsed to name the City, its officials, officers, employees, agents and volunteers, as additional insureds. Consultant shall not allow any subconsultant or subcontractor to commence any Work or Services relating to this Agreement unless and until it has provided evidence satisfactory to City that the subconsultant or subcontractor has secured all insurance required under this section.

5.12 Other Insurance Requirements. The following terms and conditions shall apply to the insurance policies required of Consultant pursuant to this Agreement:

A. Consultant shall provide immediate written notice to City if (1) any of the insurance policies required herein are terminated, cancelled or suspended, (2) the limits of any of the insurance coverages required herein are reduced, or (3) the deductible or self-insured retention is increased.

B. All insurance coverage and limits provided by Consultant and available or applicable to this Agreement are intended to apply to each insured, including additional insureds, against whom a claim is made or suit is brought to the full extent of the policies. Nothing contained in this Agreement or any other agreement relating to the City or its operations shall limit the application of such insurance coverage.

C. None of the insurance coverages required herein will be in compliance with the requirements of this section if they include any limiting endorsement which substantially impairs the coverages set forth herein (e.g., elimination of contractual liability or reduction of discovery period), unless the endorsement has first been submitted to the City and approved in writing.

D. Certificates of insurance will not be accepted in lieu of required endorsements, and submittal of certificates without required endorsements may delay commencement of the Project. It is Consultant's obligation to ensure timely compliance with all insurance submittal requirements as provided herein.

E. Consultant agrees to ensure that subconsultants and subcontractors, if any, and any other parties involved with the Project who are brought onto or involved in the Project by Consultant, provide the same minimum insurance coverage required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with subcontractors and others engaged in the Project will be submitted to the City for review.

F. Consultant agrees to provide immediate written notice to City of any claim, demand or loss against Consultant arising out of the Work or Services performed under

this Agreement and for any other claim, demand or loss which may reduce the insurance available to pay claims, demands or losses arising out of this Agreement.

6. INDEMNIFICATION

To the fullest extent permitted by law, Consultant shall defend (at Consultant's sole cost and expense with legal counsel reasonably acceptable to City), indemnify and hold the City, its elected and appointed officials, officers, employees, agents and volunteers, free and harmless from any and all claims, demands, orders, causes of action, costs, expenses, liabilities, losses, penalties, judgments, arbitration awards, settlements, damages or injuries of any kind, in law or in equity, including but not limited to property or persons, including wrongful death, (collectively "Claims") in any manner arising out of, pertaining to, related to, or incident to any alleged acts, errors or omissions, or willful misconduct of Consultant, its officers, directors, employees, subcontractors, consultants or agents, in connection with Consultant's performance under this Agreement, including without limitation the payment of all consequential damages, expert witness fees and attorneys' fees and other related costs and expenses. Notwithstanding the foregoing, to the extent that the Work or Services performed by Consultant are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant. Under no circumstances shall the insurance requirements and limits set forth in this Agreement be construed to limit Consultant's indemnification obligation or other liability hereunder. Notwithstanding the foregoing, such obligation to defend, hold harmless, and indemnify the City, its elected and appointed officials, officers, employees, agents, and volunteers, shall not apply to such claims or liabilities arising from the sole or active negligence or willful misconduct of the City.

7. REPORTS AND RECORDS

7.1 Accounting Records. Consultant shall keep complete, accurate, and detailed accounts of all time, costs, expenses, and expenditures pertaining in any way to this Agreement. Consultant shall keep such books and records as shall be necessary to properly perform the Services required by this Agreement and to enable the Contract Officer to evaluate the performance of such Services. The Contract Officer shall have full and free access to such books and records at all reasonable times, including the right to inspect, copy, audit, and make records and transcripts from such records.

7.2 Reports. Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the Services required by this Agreement as the Contract Officer shall require. Consultant hereby acknowledges that the City is greatly concerned about the cost of the Work and Services to be performed pursuant to this Agreement. For this reason, Consultant agrees that if Consultant becomes aware of any facts, circumstances, techniques, or events that may or will materially increase or decrease the cost of the Work or Services contemplated herein or, if Consultant is providing design services, the cost of the project being designed, Consultant shall promptly notify the Contract Officer of such fact, circumstance, technique, or event and the estimated increased or decreased cost related thereto and, if Consultant is providing design services, the estimated increased or decreased cost

estimate for the project being designed.

7.3 Ownership of Documents. All drawings, specifications, reports, records, documents, memoranda, correspondence, computations, and other materials prepared by Consultant, its employees, subconsultants, subcontractors and agents in the performance of this Agreement shall be the property of City and shall be promptly delivered to City upon request of the Contract Officer or upon the termination of this Agreement, and Consultant shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership of the documents and materials hereunder. Consultant may retain copies of such documents for its own use. Consultant shall have an unrestricted right to use the concepts embodied therein. Consultant shall ensure that all of its subconsultants and subcontractors shall provide for assignment to City of any documents or materials prepared by them, and in the event Consultant fails to secure such assignment, Consultant shall indemnify City for all damages resulting therefrom.

7.4 Release of Documents. All drawings, specifications, reports, records, documents, and other materials prepared by Consultant in the performance of services under this Agreement shall not be released publicly without the prior written approval of the Contract Officer. All information gained by Consultant in the performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization.

7.5 Audit and Inspection of Records. After receipt of reasonable notice and during the regular business hours of City, Consultant shall provide City, or other agents of City, such access to Consultant's books, records, payroll documents, and facilities as City deems necessary to examine, copy, audit, and inspect all accounting books, records, work data, documents, and activities directly related to Consultant's performance under this Agreement. Consultant shall maintain such books, records, data, and documents in accordance with generally accepted accounting principles and shall clearly identify and make such items readily accessible to such parties during the term of this Agreement and for a period of three (3) years from the date of final payment by City hereunder.

8. ENFORCEMENT OF AGREEMENT

8.1 California Law and Venue. This Agreement shall be construed and interpreted both as to validity and as to performance of the Parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim, or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Orange, State of California, or any other appropriate court in such County, and Consultant covenants and agrees to submit to the personal jurisdiction of such court in the event of such action.

8.2 Interpretation. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the Parties. The terms of this Agreement are contractual and the result of negotiation between the Parties. Accordingly, any rule of construction of contracts (including, without limitation, California Civil Code Section 1654) that ambiguities are to be construed against the drafting party, shall not be employed in the interpretation of this Agreement. The caption headings of the various sections

and paragraphs of this Agreement are for convenience and identification purposes only and shall not be deemed to limit, expand, or define the contents of the respective sections or paragraphs.

8.3 Termination. City may terminate this Agreement for any reason, with or without cause, upon giving Consultant thirty (30) days written notice. Upon such notice, City shall pay Consultant for Services performed through the date of termination. Upon receipt of such notice, Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. Thereafter, Consultant shall have no further claims against the City under this Agreement. Upon termination of the Agreement pursuant to this section, Consultant shall submit to the City an invoice for work and services performed prior to the date of termination. In addition, Consultant reserves the right to terminate this Agreement at any time upon sixty (60) days written notice to the City, except that where termination is due to material default by the City, the period of notice may be such shorter time as the Consultant may determine.

8.4 Default of Consultant.

A. Consultant's failure to comply with any provision of this Agreement shall constitute a default.

B. If the City Manager, or City Manager's designee, determines that Consultant is in default in the performance of any of the terms or conditions of this Agreement, he/she shall notify Consultant in writing of such default. Consultant shall have ten (10) days, or such longer period as City may designate, to cure the default by rendering satisfactory performance. In the event Consultant fails to cure its default within such period of time, City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice of any remedy to which City may be entitled at law, in equity, or under this Agreement. Consultant shall be liable for any and all reasonable costs incurred by City as a result of such default. Compliance with the provisions of this section shall not constitute a waiver of any City right to take legal action in the event that the dispute is not cured, provided that nothing herein shall limit City's right to terminate this Agreement without cause pursuant to Section 8.3.

C. If termination is due to the failure of the Consultant to fulfill its obligations under this Agreement, City may, after compliance with the provisions of Section 8.4(B), take over the work and prosecute the same to completion by contract or otherwise, and the Consultant shall be liable to the extent that the total cost for completion of the Services required hereunder exceeds the Maximum Contract Amount (provided that the City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to the Consultant for the purpose of set-off or partial payment of the amounts owed the City as previously stated. The withholding or failure to withhold payments to Consultant shall not limit Consultant's liability for completion of the Services as provided herein.

8.5 Waiver. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought. Any waiver by the Parties of any default or breach of any covenant, condition, or term contained in this Agreement, shall not be construed to be a waiver of any

subsequent or other default or breach, nor shall failure by the Parties to require exact, full, and complete compliance with any of the covenants, conditions, or terms contained in this Agreement be construed as changing the terms of this Agreement in any manner or preventing the Parties from enforcing the full provisions hereof.

8.6 Rights and Remedies Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

8.7 Legal Action. In addition to any other rights or remedies, either Party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement.

8.8 Attorneys' Fees. In the event any dispute between the Parties with respect to this Agreement results in litigation or any non-judicial proceeding, the prevailing Party shall be entitled, in addition to such other relief as may be granted, to recover from the non-prevailing Party all reasonable costs and expenses, including but not limited to reasonable attorneys' fees, expert witness fees, court costs and all fees, costs, and expenses incurred in any appeal or in collection of any judgment entered in such proceeding. To the extent authorized by law, in the event of a dismissal by the plaintiff or petitioner of the litigation or non-judicial proceeding within thirty (30) days of the date set for trial or hearing, the other Party shall be deemed to be the prevailing Party in such litigation or proceeding.

9. CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

9.1 Non-liability of City Officers and Employees. No officer or employee of the City shall be personally liable to the Consultant, or any successor-in-interest, in the event of any default or breach by the City or for any amount which may become due to the Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.

9.2 Conflict of Interest. No officer or employee of the City shall have any financial interest, direct or indirect, in this Agreement nor shall any such officer or employee participate in any decision relating to the Agreement which effects his or her financial interest or the financial interest of any corporation, partnership, or association in which they are, directly or indirectly, interested in violation of any state statute or regulation. Consultant represents and warrants that it has not paid or given and will not pay or give any third party any money or other consideration in exchange for obtaining this Agreement.

9.3 Covenant Against Discrimination. In connection with its performance under this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, disability, medical condition, religion, color, sex, sexual orientation, age, marital status, ancestry, or national origin. Consultant shall ensure that applicants are employed, and that employees are treated during their employment, without regard

to their race, disability, medical condition, religion, color, sex, sexual orientation, age, marital status, ancestry, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

10. MISCELLANEOUS PROVISIONS

10.1 Patent and Copyright Infringement.

A. To the fullest extent permitted by law, and in lieu of any other warranty by City or Consultant against patent or copyright infringement, statutory or otherwise, it is agreed that Consultant shall defend at its expense any claim or suit against City on account of any allegation that any item furnished under this Agreement, or the normal use or sale thereof arising out of the performance of this Agreement, infringes upon any presently existing U.S. letters patent or copyright and Consultant shall pay all costs and damages finally awarded in any such suit or claim, provided that Consultant is promptly notified in writing of the suit or claim and given authority, information and assistance at Consultant's expense for the defense of same, and provided such suit or claim arises out of, pertains to, or is related to the alleged negligence, recklessness or willful misconduct of Consultant. However, Consultant will not indemnify City if the suit or claim results from: (1) City's alteration of a deliverable, such that City's alteration of such deliverable created the infringement upon any presently existing U.S. letters patent or copyright; or (2) the use of a deliverable in combination with other material not provided by Consultant when it is such use in combination which infringes upon an existing U.S. letters patent or copyright.

B. Consultant shall have sole control of the defense of any such claim or suit and all negotiations for settlement thereof, Consultant shall not be obligated to indemnify City under any settlement made without Consultant's consent or in the event City fails to cooperate in the defense of any suit or claim, provided, however, that such defense shall be at Consultant's expense. If the use or sale of such item is enjoined as a result of the suit or claim, Consultant, at no expense to City, shall obtain for City the right to use and sell the item, or shall substitute an equivalent item acceptable to City and extend this patent and copyright indemnity thereto.

10.2 Notices. All notices or other communications required or permitted hereunder shall be in writing, and shall be personally delivered, sent by registered or certified mail, postage prepaid, return receipt requested, or delivered or sent by facsimile with attached evidence of completed transmission, and shall be deemed received upon the earlier of (i) the date of delivery to the address of the person to receive such notice if delivered personally or by messenger or overnight courier; (ii) five (5) business days after the date of posting by the United States Post Office if by mail; or (iii) when sent if given by facsimile. Notices or other communications shall be addressed as follows:

<u>To City:</u>	City of Laguna Hills Attention: City Manager 24035 El Toro Road Laguna Hills, California 92653
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Telephone: (949) 707-2600

To Consultant: AGA Engineering, Inc.
Attention: Chalap K. Sadam, P.E., T.E., President
211 Imperial Highway, Suite 208
Fullerton, California 92835
Telephone: (714) 992-4592
Email: chalap@agaengineersinc.com

10.3 Entire Agreement. This Agreement constitutes the entire agreement between the Parties and supersedes all prior negotiations, arrangements, agreements, representations, and understandings, if any, made by or among the Parties with respect to the subject matter hereof. No amendments or other modifications of this Agreement shall be binding unless executed in writing by both Parties hereto, or their respective successors, assigns, or grantees.

10.4 Severability. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law, but if any provision of this Agreement shall be determined to be invalid by a final judgment or decree of a court of competent jurisdiction, such provision shall be ineffective only to the extent of such prohibition or invalidity, without invalidating the remainder of that provision, or the remaining provisions of this Agreement unless the invalid provision is so material that its invalidity deprives either Party of the basic benefit of their bargain or renders this Agreement meaningless.

10.5 Successors in Interest. This Agreement shall be binding upon and inure to the benefit of the Parties' successors and assignees.

10.6 Third Party Beneficiary. Nothing contained in this Agreement is intended to confer, nor shall this Agreement be construed as conferring, any rights, including, without limitation, any rights as a third-party beneficiary or otherwise, upon any entity or person not a party hereto.

10.7 Recitals. The above-referenced Recitals are hereby incorporated into the Agreement as though fully set forth herein and each Party acknowledges and agrees that such Party is bound, for purposes of this Agreement, by the same.

10.8. Corporate Authority. Each of the undersigned represents and warrants that (i) the Party for which he/she is executing this Agreement is duly authorized and existing, (ii) he/she is duly authorized to execute and deliver this Agreement on behalf of the Party for which he/she is signing, (iii) by so executing this Agreement, the Party for which he/she is signing is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which the Party for which he/she is signing is bound.

10.9 Prevailing Wages. The City has determined that the Work and Services under this Agreement requires work of labor categories which are subject to Prevailing Wage Laws identified in the State of California Labor Code. Consultant is aware of the requirements of

California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., (“Prevailing Wage Laws”), which require the payment of prevailing wage rates and the performance of other requirements on “public works” and “maintenance” projects. Consultant agrees to fully comply with all applicable federal and state labor laws (including, without limitation, the Prevailing Wage Laws). It is agreed by the Parties that, in connection with the Work or Services provided pursuant to this Agreement, Consultant shall bear all risks of payment or non-payment of prevailing wages under California law, and Consultant hereby agrees to defend, indemnify, and hold the City, its elected officials, officers, employees, and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws. The foregoing indemnity shall survive termination of this Agreement. Consultant understands and agrees to comply with the following California Labor Code compliance conditions [Labor Code Sections 1720 et seq., 1813, 1860, 1861, 3700]:

10.9.1. This Agreement is subject to the provisions of Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code relating to public works and the awarding public agency (“City”) and Contractor agree to be bound by all the provisions thereof as though set forth in full herein.

10.9.2. Consultant shall be registered with the Department of Industrial Relations (“DIR”) in accordance with California Labor Code Section 1725.5 and has provided proof of registration to City prior to the Effective Date of this Agreement.

10.9.3. Consultant agrees to comply with the provisions of California Labor Code Sections 1771, 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The applicable prevailing wage determination(s) may be obtained at (<http://www.dir.ca.gov/OPRUDPreWageDetermination.htm>), are on file with City, and are available to any interested party upon request. A copy of said rates shall be posted at each job site during the Term of this Agreement.

10.9.4. Pursuant to California Labor Code Section 1771.4, Consultant’s services are subject to compliance monitoring and enforcement by the Department of Industrial Relations. Contractor shall post job site notices as prescribed by DIR regulations and furnish the records specified in California Labor Code Section 1776 directly to the Labor Commissioner in the manner prescribed by California Labor Code Section 1771.4(a)(3) and (c)(2).

10.9.5. Consultant shall comply with the provisions of California Labor Code Section 1776 which, among other things, require Contractor and each subcontractor to (1) keep accurate payroll records, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform the City of the location of the records. The Contractor is responsible for compliance with Section 1776 by itself and all of its subcontractors.

10.9.6. Consultant shall comply with the provisions of California Labor Code Section 1777.5 concerning the employment of apprentices on public works projects, and further agrees that Consultant is responsible for compliance with Section 1777.5 by itself and all of its subcontractors.

10.9.7. Eight (8) hours of labor shall constitute a legal day's work for all workmen employed in the execution of this Agreement, and the Consultant and any subcontractor shall comply with and be governed by the laws of the State of California having to do with working hours set forth in Division 2, Part 7, Chapter 1, Article 3 of the California Labor Code. Consultant shall comply with the provisions of California Labor Code Section 1813 concerning penalties for workers who work excess hours. Consultant shall, as a penalty to the City, forfeit twenty-five dollars (\$25) for each worker employed in the execution of this Agreement by the Consultant or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the California Labor Code. (See, e.g., Cal. Labor Code §1815.)

10.9.8. Pursuant to California Labor Code Sections 1860 and 3700, Consultant will be required to secure the payment of compensation to its employees. By signing this Agreement, Consultant hereby certifies as follows:

“I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Agreement.”

10.9.9. Pursuant to California Labor Code Section 1771.1, Consultant and any subcontractor shall not be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the California Public Contract Code, or engage in the performance of any contract for public work on a public works project unless registered with the DIR and qualified to perform public work pursuant to California Labor Code Section 1725.2. It is not a violation of California Labor Code Section 1771.1 for an unregistered contractor to submit a bid that is authorized by California Business and Professions Code Section 7029.1 or by California Public Contract Code Section 10164 or 20103.5, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded. Consultant shall not perform any work under this Agreement with any subcontractor who is ineligible to perform work on the public works project pursuant to Section 1777.1 or 1777.7 of the California Labor Code.

10.10 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties have executed and entered into this Agreement as of the date first written above.

“CITY”
City of Laguna Hills,
a California municipal corporation

JARAD L. HILDENBRAND,
City Manager

ATTEST:

(SEAL)
JENNIFER LEE, City Clerk

APPROVED AS TO FORM:

GREGORY E. SIMONIAN,
City Attorney

“CONSULTANT”
AGA Engineers, Inc., a California S
corporation

By: 

CHALAP K. SADAM, P.E.
President & Secretary

By: 

RUBEN PERALES,
Vice President

EXHIBIT “A”

CONSULTANT’S PROPOSAL/ SCOPE OF WORK
FOR
CIVIL ENGINEERING AND TRAFFIC ENGINEERING CONSULTING SERVICES
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA-MOULTON PARKWAY CONFLUENCE BYPASS PROJECT

DATED: MAY 16, 2025

SCOPE OF SERVICES FOR PROJECT
INCLUDING,
SCHEDULE OF PERFORMANCE
AND
SCHEDULE OF COMPENSATION/ FEES

TECHNICAL PROPOSAL

Regional Traffic Signal Synchronization Program for Paseo de Valencia-Moulton Parkway Confluence Bypass Corridor Project



May 16, 2025





Table of Contents

A. Cover Letter	1
B. Company Data	3
Firm Introduction	4
Project Experience and Qualifications	4
C. Resumes and Qualifications of Personnel	6
Project Manager	7
Key Personnel	7
Key Support Staff	8
Data Collection Subconsultant	9
D. Organizational Chart	9
E. References	9
F. Project Understanding, Overview and Approach	10
Scope of Services	22
Task 1. Support to the City's Project Management Team – PI Phase	22
Task 2. Data Collection and Field Review	23
Task 3. System Design and Collection	24
Task 4. Signal Timing Optimization and Implementation	25
Task 5. Final PI Report	27
Task 6. Support to the City's Project Management Team – O&M Phase	27
Task 7. Continuing Support	27
Task 8. Final O&M Report	28
Quality Assurance/Quality Control Program	28
G. Communication Plan	30
H. Compensation/Payment Schedule	30
I. Non-Collusion Affidavit	30
J. Compliance with Insurance Requirements	30
K. Certification of Proposal	30

Appendices

- A. Resumes of Key Personnel
- B. Required Forms.



A. Cover letter

May 16, 2025

Mr. Joe Ames
Public Works Director
City of Laguna Hills
24035 El Toro Road
Laguna Hills, California 92653

RE: Proposal to Provide Traffic Engineering Services for the Regional Traffic Signal Synchronization Program for Paseo de Valencia-Moulton Parkway Confluence Bypass Corridor Project

Dear Mr. Ames:

In response to the City of Laguna Hills' Request for Proposal (RFP) dated February 26, 2025, and Addendum No. 1 dated March 25, 2025, AGA Engineers, Inc. (AGA) is pleased to present this proposal to provide traffic engineering services to develop and optimize signal synchronization timing of the traffic signals along the Paseo de Valencia-Moulton Parkway Confluence Bypass corridor. In accordance with the RFP and Addendum, our Technical Proposal is being submitted as one original and two paper copies plus one electronic copy on flash drive. Our Fee Proposal is being submitted in a separate envelope.

AGA Engineers, Inc. (AGA) is a California S Corporation which was founded in 2020 by Mr. Chalap K. Sadam. We are a multidiscipline traffic engineering firm specializing in municipal traffic and transportation engineering whose staff have been providing traffic engineering and field support services to many governmental agencies. Our wide range of services offered can be divided into six primary categories: traffic engineering, day-to-day traffic signal operations, transportation planning, civil engineering/construction management, communication and operational control of traffic signal systems, and actual onsite City Traffic Engineer staffing.

While we are well known and respected for our work in all six of these areas, we are best known for our expertise with multi-jurisdictional traffic signal coordination. Our team has had extensive involvement over the years working with local cities, OCTA, and Caltrans in the design and installation of multijurisdictional traffic synchronization projects throughout Southern California. Through work on our previous projects, our team understands the specific requirements of federal, state and local grants. We understand what project elements are grant-eligible expenses, what it takes to get the required environmental clearance, the importance of meeting the funding deadlines, and providing appropriate documentation to ensure successful reimbursement to the City.

AGA's senior staff and key members of the project team are registered professional engineers and have extensive traffic engineering experience delivering successful projects and providing assistance to multiple cities with their day-to-day traffic engineering issues. Our team possesses all of the necessary qualifications and skills required to successfully provide the services presented in the RFP. We fully understand the importance of dealing with traffic related problems from our experience with completing many tasks similar or identical to those anticipated for this project, and have finalized such tasks on time, within budget, and in a manner that meets all the requirements of the agency for which the work was completed, while at the same time placing minimal time and effort requirements on agency staff. Our designated key personnel all have experience from their work on the 35 Regional Traffic Signal Synchronization Program (RTSSP) corridor projects that our team has completed over the last two decades in Orange County.

As a company, we strive to deliver projects with results beyond expectations. Be it value-added safety upgrades, operational improvements, or communications enhancements, our philosophy is that we don't simply blindly follow a task list, but we are also very tenacious in providing our clients greater value for their professional services dollar in all respective projects. The following points demonstrate our capability to successfully complete this project on time and within budget. These points are summarized in more detail in our attached technical proposal.

- The AGA team is very familiar with the project area and have completed multiple projects giving us firsthand knowledge of the needs of each of the participating agencies. Our team's project experience, our personal relationships, and understanding of the desires and expectations of the City will enable us to smoothly manage the project and obtain the necessary approvals and reimbursements in a timely manner.

AGA Engineers, Inc.

211 Imperial Highway, Suite 208, Fullerton, CA 92835
(714) 992-4592 Email: aga@agaengineersinc.com



- It should be noted that the AGA Team designed and completed multiple RTSSP projects for various agencies including OCTA. This experience not only gives us firsthand knowledge of the needs of each agency, but also enabled us to develop good working relationships with the engineering and technical staff which ensures that the City and its project partners receive a trouble-free project from the beginning of design through implementation and into operations.
- We have in-depth grant administration experience through the implementation and completion of many RTSSP projects. AGA's meticulous Quality Assurance/Quality Control policy, along with our recordkeeping and document control procedures, has resulted in full reimbursement of project expenses on all of our completed RTSSP projects.
- AGA's proposed Project Manager, Mr. Chalap Sadam, is a recognized expert in successfully delivering traffic signal synchronization projects with results beyond agency expectations. He also has experience working on projects in the cities of Irvine, Lake Forest, Laguna Niguel, Laguna Hills, Mission Viejo, Aliso Viejo and Rancho Santa Margarita in South Orange County. As the Project Manager, Mr. Sadam successfully delivered 35 separate RTSSP projects in Orange County.
- Our proposal outlines a work plan approach that is consistent with the goals of the project to significantly improve traffic operations and safety throughout the corridor. As such we are confident that the work tasks outlined in our proposal will meet and exceed the needs and desires of the participating agencies.
- AGA's proposed project design team has successfully worked together on numerous traffic signal upgrade and safety projects having completed design plans for approximately 150 traffic signals last year alone. AGA's experience with designing traffic signals – and our drive to keep up with the latest requirements of the California Manual on Traffic Control Devices (CA MUTCD), ADA, and Caltrans Standards – allows us to provide a comprehensive design, thus ensuring that all requirements are being met when completing traffic related designs.
- Our Team has the staffing resources to complete the project on time and within budget. Over the years, we have successfully delivered many such projects to various cities and OCTA. AGA has completed many of our current signal synchronization corridor projects allowing ample resources and time for our Team to focus on this project.
- AGA's unique combination of talented engineers and skilled traffic signal system and communications technicians allows us to ensure that the City has a trouble-free project from the outset of design through implementation and into operations. We do more than simply prepare plans – we actually make the systems work for our clients.
- No other consultant has completed more traffic signal coordination projects in Southern California than AGA. Our engineers have provided coordinated timing plans for more than 6,500 traffic signals across multiple jurisdictions with many different hardware and software platforms.
- The City would be hard pressed to find another consulting firm more familiar with the technical complexities the project comprises as well as the political importance of its success. All our team members have extensive Orange County experience with developing and implementing traffic signal synchronization projects.

I, Chalap Sadam, am duly authorized to contractually bind the firm with my signature.

We at AGA look forward to working with the City of Laguna Hills on this important regional project. If you have any questions on any aspect of this proposal, please feel free to contact me at (714) 992-2990 or chalap@agaengineersinc.com.

Respectfully submitted,

AGA ENGINEERS, INC.

A handwritten signature in blue ink, appearing to read "Chalap K. Sadam".

Chalap K. Sadam, P.E., T.E.
President



B. Company Data

Following is the company information requested in the RFP:

1. Official Name and Address: AGA Engineers, Inc.
211 Imperial Highway, Suite 208
Fullerton, CA 92835
2. Primary Point of Contact: Chalap K. Sadam, President
211 Imperial Highway, Suite 208
Fullerton, CA 92835
(714) 992-4592
3. Type of Entity: California S Corporation
4. Federal Employer ID Number: 85-1124118
5. Firm's Other Locations: No other locations
6. Business Organization Ownership: Chalap K. Sadam, President, is the sole owner and founder of the firm.
7. Years in Business Under Present Name: 5
8. Years of Experience Providing Related Services: 35
9. Comparable Contracts During Last 5 Years: See following page.
10. Failures or Refusals to Complete Any Contracts: None
11. Parties Owning 10% or Greater Interest in Firm: Chalap K. Sadam, President
12. Financial Interest in Other Lines of Business: None
13. History of Litigation/Adverse Judgements: See below
14. History of Termination of Contract "For Cause": AGA has not had any contract terminated by any public agency or private client.

13. History of Litigation/Adverse Judgements. Dresden Thomas v. Bear Electrical Solutions, Inc., et al., Orange County Superior Case No. 30-2022-01297335-CU-PA-NJC. Originally filed 12/14/22, amendment filed 10/23/24. Parties are Dresden Thomas, Bear Electrical Solutions, Inc., City of Laguna Niguel, AGA Engineers, Inc., Hartzog & Crabill, Inc., Brett Alford. The lawsuit is related to an alleged auto accident at an intersection in the City of Laguna Niguel resulting in personal injury from alleged malfunction of traffic signals. The parties are conducting discovery and anticipate participating in a private mediation in June 2025. Trial is scheduled for 10/23/2025.

AGA entered into an on-call professional engineering services agreement with the City of Laguna Niguel, dated March 16, 2021, which provides in part that: "The scope of services shall be established on a per project basis. Upon request by City...Consultant shall not commence work until an amendment to the agreement with a specific compensation amount is issued by the City authorizing the consultant to perform work." One of the defendants (Bear Electrical Solutions, Inc.) alleges that the traffic signal malfunction reflects that AGA failed to comply with its contractual obligations and fell below the applicable standard of care. AGA disputes this claim. AGA was not aware of any problems with the traffic signal controller prior to the collision at the intersection. The signal timing was prepared by a prior consultant, and the signal timing met MUTCD criteria.



9. Comparable Projects During Last 5 Years. The table on the following page shows details of comparable projects which the AGA Team has completed within the last five years. The table includes the lead agency, AGA Project Manager, length of the corridor, number of signals and project cost. All of these projects included ITS tasks such as traffic management centers, central control systems, Bluetooth Travel Time systems, CCTV systems, video detection systems, battery backup systems, and EVP Central systems. Also included were various types of communications (fiber optic, ethernet, wireless, etc.), various traffic signal upgrades, controller/cabinet upgrades, and signal timing plans (both local and coordinated)

Comparable Contracts During Last 5 Years

Lead Agency AGA Project Manager	Corridor	Project Dates	Status	Corridor Details				Agencies Involved		
				Miles	Signals	Project Cost	Cities	County	Caltrans	
Costa Mesa Chalap Sadam	Sunflower Ave	2016-2020	Completed	3.3	14	\$ 630 K	1			
	Bear St	2018-2023	Completed	2.4	14	\$ 605 K	2		Y	
Fullerton Chalap Sadam	Harbor Blvd	2021-present	In Construction	6.5	29	\$ 2.72 Mil	2		Y	
	Orangethorpe Ave/Esperanza Rd	2019-2025	Completed	17.3	57	\$ 4.47 Mil	6	Y	Y	
	Gilbert St/daho St	2018-2024	Completed	5	19	\$ 1.15 Mil	2		Y	
	Malvern Ave/Chapman Ave	2016-2024	Completed	9.3	40	\$ 2.75 Mil	3		Y	
La Habra Chalap Sadam	Lambert Rd	2021-present	In Construction	7.4	25	\$ 2.34 Mil	2		Y	
	Imperial Hwy/SR-90	2016-2021	Completed	10	46	\$ 3.45 Mil	5		Y	
Los Angeles County Greg Wong	50th St West-Rancho Vista	2024-present	Final Design	3.2	10	\$ 203.2 K	1	Y		
	Manhattan Beach Blvd	2021-2023	Completed	11.5	14	\$ 279.1 K	4	Y	Y	
	Redondo Beach Blvd	2020-2024	Completed	3.8	18	\$ 182.4 K	4	Y	Y	
	Valley Blvd/Holt Ave	2016-2023	Completed	9.8	26	\$ 361.7 K	4	Y	Y	
Mission Viejo Chalap Sadam	Marguerite Pkwy	2024-present	Final Design	8.8	30	\$ 1.4 Mil	1			
Orange County Transportation Authority Chalap Sadam	Portola Pkwy/Santa Margarita Pkwy	2022-present	In Construction	7.6	31	\$ 2.79 Mil	3		Y	
	MacArthur Blvd/Talbert Ave	2021-present	O&M	7	26	\$ 3.46 Mil	3			
	Lake Forest Dr	2021-present	O&M	7.5	28	\$ 1.69 Mil	3		Y	
	Alicia Pkwy	2016-2021	Completed	11	40	\$ 2.28 Mil	4		Y	
San Marcos Chalap Sadam	Traffic Management Center	2020-2024	Completed	25	140	\$ 651.4 K	1	Y	Y	

Note: Only the engineering costs of Los Angeles County projects are shown. The construction costs range from \$2-\$5 million



Firm Introduction

Contact Information:

AGA Engineers, Inc.
211 Imperial Highway, Suite 208
Fullerton, CA 92835
(714) 992-4592
aga@agaengineersinc.com

Project Manager:

Chalap Sadam, P.E., T.E., President
211 Imperial Highway, Suite 208
Fullerton, CA 92835
(714) 992-4592
chalap@agaengineersinc.com

FEIN: 85-1124118

DIR: 1000636813

Website: agaengineersinc.com

AGA Engineers, Inc. (AGA) is a California S Corporation with 17 employees, all of whom work out of the company office in Fullerton. The majority of our employees have worked together for at least five years, and the management team has worked together for over 20 years, which is a respectable indication of the stability and compatibility of our staff. Our team has had extensive involvement over the years working with local cities, Orange County Transportation Authority (OCTA), and Caltrans in the design and installation of multijurisdictional traffic synchronization projects.

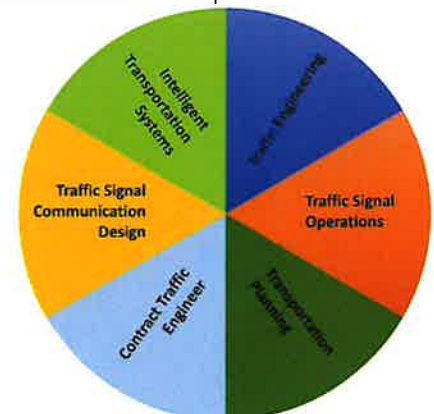
AGA was founded in 2020 by Mr. Chalap K. Sadam, former Vice President and co-founder of Albert Grover & Associates, which was founded in 1993. The new company was formed after the passing of the founder and CEO, Mr. Albert Grover. After acquiring certain assets from Albert Grover & Associates, and under the ownership of Mr. Sadam, AGA has retained a similar culture and the practices that made our transition seamless to all our clients – largely due to retention of our core team of senior and professional staff who worked under the former company. Our engineers bring more than 30 years of expertise and experience to AGA allowing us to continue to successfully work for our clients.

AGA is a multidiscipline engineering firm specializing in municipal traffic and transportation engineering. Through utilization of today's most sophisticated computer-aided equipment by highly skilled and talented professional engineers

and technicians, we are able to provide our clients with quality, cost-effective, professional services in a timely manner. Our success can be attributed to our commitment to provide clients with personalized, quality service. AGA's services are not just routine, but rather the application of experience and knowledge to first properly identify a problem, then provide the most appropriate and cost-effective solution. Each project is unique and carried out with the highest degree of pride and professionalism with a dedication to satisfy the client's needs. We offer professional services ranging from the planning and conceptual design stage through the construction supervision and "as-built" stage, placing us among the forerunners in the full-circle service concept.

Our wide range of services offered can be divided into six primary areas of expertise: traffic engineering, day-to-day traffic signal operations, transportation planning, civil engineering/construction management, communication and operational control of traffic signal systems, and actual onsite City Traffic Engineer staffing. While we are well known and respected for our work in all six of these areas, we are best known for our widespread knowledge and experience in the field of design and multi-jurisdictional traffic signal coordination. From the Traffic Management Center located in our office, we oversee more than 250 traffic signals on behalf of five jurisdictions in Southern California.

Our comprehensive in-house quality assurance/quality control (QA/QC) program requires that all deliverables leaving our office are reviewed by a QA/QC Manager prior to submittal to the client. We are fully committed to this program and all personnel performing work on this project are responsible to ensure its implementation. We have the philosophy that QA/QC is a continuous process to be utilized on plan preparation from conceptual design to final plans, specifications, and cost estimates (PS&E). The QA/QC Manager will be assigned to deliver an objective review of the work product. When several disciplines are involved in a project, the QA/QC Manager may also seek assistance from other individuals specializing in those disciplines to verify that all project goals are being met and all constructability issues are addressed.



Project Experience and Qualifications

The AGA Team possesses all of the necessary qualifications and skills required to successfully provide the services anticipated by the City. We fully understand the importance of dealing with traffic related problems from our experience with completing many tasks similar or identical to those anticipated under this contract, and finalizing such tasks on time, within budget, and in a manner that meets all the requirements of the agency for which the work was completed, while at the same time placing



minimal time and effort requirements on agency staff. Our task leads – Chalap Sadam, Greg Wong, Ruben Perales, and Phillip Fuentes – all have experience from their work on the 35 Regional Traffic Signal Synchronization Program (RTSSP) corridor projects that our team has completed over the last two decades in Orange County.

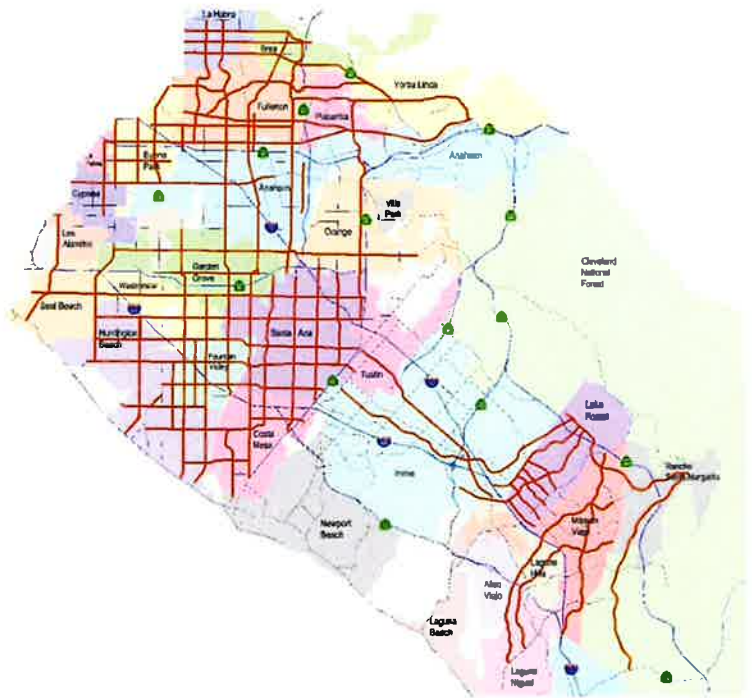
OCTA Signal Synchronization Projects

The AGA Team has, for many years, been continuously under contract with OCTA and other county transportation agencies with completing various types of signal synchronization projects. In fact, our team was chosen to conduct the Euclid Street Traffic Signal Synchronization Demonstration Project (Euclid Street Project), which was funded and overseen by OCTA. This project served as a “test” for OCTA to assess the overall feasibility and effectiveness of similar future projects. Because the AGA Team was able to obtain significant improvements in all Measures of Effectiveness (MOEs) – due primarily to our project management, technical expertise and ability to achieve consensus among multiple cities and Caltrans – the Euclid Street Project became the standard by which subsequent projects were measured. Since that time, we have provided coordinated signal timing of Regional Traffic Signal Synchronization Program (RTSSP) projects for over 28 Orange County agencies and over 1,100 signals on 35 arterials throughout the County, both under the leadership of OCTA and administered by the Cities directly. It is important to note that these projects were often conducted concurrently with other projects of the same nature and usually in coordination with Caltrans, indicating the competency and capacity of our excellent team.

Our signal synchronization project experience over the last two decades is shown on the **Signal Synchronization Corridors map** on the following page. The corridors in red show the projects we’ve completed which indicate the AGA Team’s extensive experience with multijurisdictional traffic signal interconnect, traffic signal improvements, signal timing synchronization, coordinated timing plans and implementation of emerging ITS technologies and procedures.

Our staff have completed timing plans for more than 6,500 traffic signals. We have widespread experience developing and implementing both corridor signal timings and arterial grid type signal timings in Downtown Central Business District environments, including La Habra, Fullerton, Fountain Valley, Santa Ana, Highland and Montclair. In fact, under the leadership of Mr. Sadam, AGA’s staff have unparalleled familiarity with all phases of the proposed Project from field review to preparation of design plans and specifications, bidding process, overseeing construction as well as signal timing, and continued monitoring and maintenance of multiple coordinated systems.

It should be noted that the AGA team has been successful with identifying and implementing cost-effective alternative improvements throughout the years on multiple Regional Traffic Signal Synchronization Projects such as the previously completed Antonio Pkwy RTSSP Project and the Adams Avenue RTSSP Project which resulted in hundreds of thousands of dollars in savings and provided project benefits far beyond expectations.



Experience with Grant Administration

The AGA Team has comprehensive experience with applying, securing and implementing RTSSP grant projects which involve competitive funding. We ensure that the documentation is prepared appropriately and in compliance with grant guidelines, giving municipal clients the surest pathway for approvals and reimbursements. During the project, AGA helps ensure that all tasks are completed, invoiced and reimbursed by OCTA within the designated time period. We recognize that technological changes, field conditions, project modifications or agency desires may require scope modifications. We fully understand the steps required to request scope modifications so that the additional project improvements are eligible for grant reimbursement. We know and recognize the importance of grant funding deadlines. During the project close-out, AGA will assist the City with preparation of the appropriate



project documentation, including any requirements for the OCTA reimbursement process. This will involve collecting, analyzing, and processing all project eligible expenses and classifying them under the appropriate OCTA defined expense categories.

The AGA Team has previously assisted La Habra, Brea, Costa Mesa, Fullerton, Mission Viejo, and Irvine, as well as OCTA, Los Angeles County Department of Public Works, and San Bernardino County Transportation Authority to name a few, in implementing the signal synchronization projects along multijurisdictional corridors. It should be noted that in Orange County alone, the AGA Team has completed 35 traffic signal synchronization corridors.

Experience in Laguna Hills

AGA Team has previously completed multiple RTSSP projects in the City of Laguna Hills. They include Lake Forest Drive RTSSP (2021-2025), Alicia Parkway RTSSP (2016 – 2021), and La Paz Road RTSSP (2015-2019) under contract with OCTA. Each of these projects included coordination signal timing plan development, implementation, fine tuning, and monitoring of traffic signals along each of the corridors. Traffic signal system components installed included signal controllers, external uninterrupted power supply cabinets, countdown pedestrian heads, CCTV, traffic signal communications, Accessible Pedestrian System (APS), GPS units, and improvements at the respective Traffic Management Centers in the participating cities. Cycle length groupings were developed based on existing traffic volumes and patterns as well as existing traffic signal coordination timing along several crossing arterials. Travel time and delay studies were conducted to evaluate the improvements after implementation of the new signal timing and system enhancements. AGA also assisted the City of Laguna Hills with designing and implementing "Ped Share" conversions at select intersections to improve traffic operations. The intersections included Alicia Parkway/Community Center and Alicia Parkway/Hon Avenue-Paseo De Alicia. Because of the experience gained via these projects, we are already familiar with the design standards, requirements and preferred traffic signal equipment, of the city allowing AGA to "hit the ground running." This local knowledge can streamline the process, increase efficiency, reduce design time, and save costs for the city.

C. Resumes and Qualifications of Personnel

This section showcases the AGA Team's staffing plan which discusses the quality and competence of the professionals assigned to the project. Mr. Chalap Sadam will be heading the project team as our designated Project Manager. The team is organized with key senior staff leading specific tasks, supported by experienced team members and well-qualified engineers.

Our **Staffing Plan** begins with our Staff Qualifications Table (see next page) which shows at a glance the education and qualifications of AGA personnel, followed by brief bios of key personnel. Full resumes in outline format are provided in the Appendix.

Name Title	Registration/Certification	Years of Experience	Education Training	Project Assignment
Chalap K. Sadam President	P.E., Civil #74080 P.E., Traffic #1813	35	MS-Civil, 1990 MBA, 2002	Project Manager
Greg Wong Vice President	P.E., Civil #64349	29	BS-Civil, 1996	Task Leader - Before/After Studies, Signal Synchronization
Ruben Perales Vice President	P.E., Civil #83169 P.E., Traffic #2838	22	BS-Civil, 2005	Task Leader - Design and PS&E
Phillip Fuentes Senior Signal Systems Specialist	MSA Traffic Signal Senior Field Technician, Level III	36	Signal Technician Level 3	Field Survey, O&M
Krishna Patel Principal Transportation Engineer II	C.E., Civil (MICE)	42	BS-Civil, 1979	QA/QC Manager
Henry Hernandez Principal Transportation Engineer I	P.E., Civil #72071	40	BS-Civil, 1982	Plan Checking
Dowling Tsai Senior Transportation Engineer II	P.E., Civil #52870 T.E., Traffic #2267	38	BS-Civil, 1986 BA-Architecture, 1986	Design & PS&E
Jessica Reyes Senior Transportation Engineer I	P.E., Civil #96452	10	BS-Civil, 2016	Design & PS&E
Sohan Sadam Systems Engineer I		6	BS-Electrical/Computer, 2019 MS-Computer, 2022	Signal Synchronization
Jorge Sanchez Associate Transportation Engineer I	E.I.T. #173260	4	BS-Civil, 2021	Design & PS&E
Giselle Hernandez Associate Transportation Engineer I		4	BS-Civil, 2021	Signal Synchronization, O&M
Vannessa Pedroza Associate Transportation Engineer I		4	BS-Civil, 2021	Before/After Studies, O&M
Lucy Ott Associate Engineer I		2	BS-Civil, 2023	Before/After Studies, O&M
Phillip Jeremy Fuentes Signal Technician I		3		Field Survey, O&M



Project Manager



Our designated Project Manager will be **Mr. Chalap Sadam P.E., T.E., President**. He is a founding member of AGA with over 35 years of experience. He is a registered Civil Engineering and Traffic Engineer in the State of California with a Master of Science, Civil Engineering (Transportation) degree from Virginia Polytechnic Institute and State University, and a Master of Business Administration degree from the University of Southern California. He is a recognized expert of traffic signal communications, Intelligent Transportation Systems (ITS), TMCs, centralized traffic signal systems and video management systems. He is an insightful leader among tenured professionals and provides guidance to our junior-level staff. His aim is always to establish the most effective and interactive systems possible for large projects, particularly for projects involving multiple jurisdictions. His ability to facilitate traffic signal synchronization projects makes him a valuable asset for our clients and the AGA team.

Mr. Sadam is well-known for his leadership as Project Manager for 35 RTSSP projects, working effectively to promote multijurisdictional cooperation between State (Caltrans), county, and city entities to synchronize traffic signals for multiple major corridors in Orange County, Los Angeles County and the San Bernardino Valley. He also provides expertise in the preparation of traffic impact studies, development of transportation planning models to evaluate long range impacts, development of signal coordination master plans, preparation of traffic signal coordination timing plans, design and operation of traffic signal systems, design of intersection improvement plans, traffic signal interconnect plans that include the latest advances in ITS technologies, traffic accident analyses, and recommendation of mitigation measures. For the San Bernardino valley Tier 1 and Tier 2 projects, Mr. Sadam led the team that developed signal improvements and signal timing of 650 traffic signals, including 48 freeway interchanges.

Key Personnel



Mr. Wong, P.E., Vice President, has nearly 30 years of experience in the traffic engineering field. He has successfully delivered eight separate traffic signal synchronization in Los Angeles County. He analyzed traffic patterns, provided recommendations and designs for upgrading traffic signals to the latest CA MUTCD guidelines, Caltrans standards and ADA guidelines. He also has vast experience with traffic signal operations which he applies to many traffic engineering applications. He is familiar with many of the traffic signal controller programs and traffic signal central systems as well as running Automated Traffic Signal Performance Measures (ATSPM) data from the central systems. He has developed traffic signal coordination timing plans for over 1,000 traffic signals throughout Southern California. His knowledge of traffic signal operations enables him to evaluate cost-effective safety measures through traffic signal timing, traffic signal modification plans, and safety assessment studies. He has been instrumental in developing hundreds of signal timing plans, including timing plans for almost every city in Orange County under the OCTA traffic signal synchronization program. Mr. Wong has extensive experience with various traffic control systems and both arterial and grid type traffic signal coordination timing. He has developed signal timing for 25 separate arterial signal synchronization projects in Orange County alone. Mr. Wong also developed and implemented optimized signal timing of 650 signals in San Bernardino Valley.

He is involved with developing transportation safety studies, sight distance analyses, traffic signal and stop sign warrant analyses, signal timing development, capacity and Level of Service (LOS) analyses, and environmental impact report review and analysis. He conducts traffic impact studies and assesses traffic impact fees. He is skilled at conducting trip generation studies, reviewing traffic impact analysis, and using a variety of traffic modeling software for both transportation planning and traffic signal operations purposes. He has provided transportation planning services for a variety of projects such as assessing land development projects, reviewing project development traffic signals and site plans, traffic impact studies/analyses, parking and circulation analyses, and traffic forecasting and modeling.



Mr. Perales, P.E., T.E., Vice President, has over 20 years of experience completing projects involving state, local, and private agencies. He has prepared design plans and overseen construction of a number of ITS system improvements for multiple OCTA-led and city-led corridor projects, including Alicia Parkway, Adams Avenue, Baker Street-Placentia Avenue, Lake Forest Drive, Irvine Center Drive and Malvern Avenue/Chapman Avenue corridors and has also worked on multiple Traffic Signal Synchronization Projects throughout Orange and Los Angeles Counties. He has managed numerous traffic signal design, signing and striping, and TSSP projects where he analyzed traffic patterns, provided recommendations and designs for upgrading traffic signals to the latest CA MUTCD guidelines, Caltrans standards, and ADA guidelines. He has completed a multitude of traffic signal design plans throughout Southern California. His



knowledge of traffic signal operations enables him to evaluate cost-effective safety measures through traffic signal timing, traffic signal plans, and safety assessment studies.

Mr. Perales will ensure that all traffic signal work conforms to all State and Participating Agency design standards. He has ample experience overseeing the preparation of PS&E packages for AGA clients and has provided construction engineering services for many AGA projects. He is a registered Civil and Traffic Engineer who joined AGA in 2005. His projects for AGA include multiple conceptual improvement plans, intersection level of service analyses, signal design and signal modification plans and specifications, and intersection improvement plans to upgrade controllers and fiber optic communication systems, often in cooperation with Caltrans. He performs a wide variety of traffic engineering tasks, as well as providing leadership on many projects. He has prepared design plans and overseen construction of ITS system improvements for multiple agencies throughout the San Bernardino Valley, Los Angeles County, and Orange County. He has prepared design plans for traffic signal improvements, signal interconnect projects, and worked on multiple Traffic Signal Synchronization Projects.

Key Support Staff

Ms. Jessica Reyes, P.E., Senior Transportation Engineer, has extensive experience working on RTSSP projects. She completed the fiber communication and ITS element designs for the Orangethorpe Avenue, Malvern Avenue/Chapman Avenue and Imperial Highway/SR-90 corridors. She completed the PS&E design efforts for the Lambert Road, Harbor Boulevard and Portola Parkway/Santa Margarita Parkway corridors. She has assisted with implementing HSIP-funded safety improvement projects in the Cities of Downey and Fountain Valley and has assisted in designing safety improvements for multiple corridors in the County of Los Angeles.

Mr. Phillip Fuentes, Senior Signal Systems Specialist, is a certified Level 3 Technician with over 36 years of experience in traffic signal maintenance. He ensures that the existing traffic signal equipment is inventoried and inspected, and the signal synchronization-related infrastructure at each intersection is assessed to identify possible deficiencies or improvements required. He has been responsible for conducting field reviews of hundreds of signalized intersections and has technical skills that include tasks such as conducting preventative maintenance, installing traffic signal equipment, and troubleshooting and providing technical assistance to contractors. He creates signal timing charts for new or complex intersections and is highly proficient with all types of signal controllers and interconnect communications systems.

Giselle Hernandez, Associate Transportation Engineer I has experience with signal timing and before/after studies for multiple RTSSP projects. She assists with field work to evaluate existing conditions, prepares and checks local signal timing calculations, and uses Synchro modeling to develop signal timing and coordination. She uses Tru-Traffic to design time-space diagrams to reduce the travel times and fuel consumption of vehicles traveling on these corridors. She assists with traffic signal monitoring as well as before and after travel time studies as part of the final report.

Presentations by AGA Staff at ITE Meetings and Conferences

A key factor in providing services to our clients is by continually increasing our knowledge of current traffic engineering considerations via our attendance at regional forums (such as the Institute of Transportation Engineers), national conferences (such as Transportation Research Board), and local meetings (such as Orange County Traffic Engineering Council) keeping us in the mainstream of state-of-the-art traffic engineering approaches and methodologies. Not only do staff regularly attend these meetings, but key staff members have also participated by giving presentations to impart to fellow engineers the knowledge and techniques we have developed. The adjacent table shows a list of signal timing related presentations which key AGA personnel have given at various national industry conferences and meetings.

Title of Presentation	Location of Conference/Meeting
Strategies to Recapture Lost Arterial Traffic Carrying Capacities	Joint Western/Midwestern District ITE Annual Meeting in Rapid City, SD
Development of Traffic Signal Coordination Timing	Riverside-San Bernardino ITE Section Workshop
Developing Coordination Signal Timing Using Software as a Tool	ITE Southern California ITE Section Workshop
Measures to Mitigate Impacts Associated with Temporary Closure of a Major Intersection in Orange County	ITE District 6 Annual Meeting in Honolulu, HI
Orange County, California's Traffic Signal Coordination Program	ITE District 6 Meeting in Portland, OR
San Bernardino Valley Coordinated Traffic Signal System—Implementation of Tiers 1 & 2	ITE Annual Conference, Anaheim, CA
Quantifications of Air Quality Benefits Achieved Through Traffic Signal Coordination	ITE District 6 Annual Meeting, Salt Lake City, UT
A Successful Multijurisdictional Traffic Signal Coordination Project	ITE Annual Conference, Dana Point, CA
Multijurisdictional Traffic Signal Coordination – A Pleasant Experience	65 th ITE Annual Meeting, Denver, CO



Data Collection Subconsultant



AimTD LLC

Aim Traffic Data, LLC (AimTD) will conduct traffic data count tasks. AimTD is a California Limited Liability Corporation founded in 2012 whose main office is located in Anaheim, CA. Aim TD uses video as a primary data collection tool for intersection turning movement counts, pedestrian counts, and bicycle counts combined with tube counters for average daily traffic (ADT) and classification data, they can collect large amounts of data in a single day. The firm has the experience and resources to professionally and accurately perform all data collection tasks under this contract within the required time frame. They conduct over 10,000 traffic counts annually throughout California and have contracts with the following agencies: Los Angeles Department of Transportation, Orange County Transportation Authority, County of Orange Public Works Department, as well as the cities of Costa Mesa, Santa Ana, Tustin, Yorba Linda, Pasadena, Chino Hills, Chino, San Luis Obispo, Mission Viejo, Beverly Hills, and Santa Monica.

D. Organizational Chart

Our Organization Chart identifies the AGA Project Team and the tasks they will be assigned to complete. Our Transition Plan is shown below.

Transition Plan:

Key staff members will be available for the duration of the entire project and will not be removed or replaced without prior written authorization from the City. If there are changes to our Key Personnel, the following will be in effect:

- Should Mr. Sadam become unavailable, Mr. Wong and/or Mr. Perales will assume his duties.
- Should Mr. Wong become unavailable, Ms. Giselle Hernandez will assume his duties with assistance from Mr. Sadam.
- Should Mr. Perales become unavailable, Ms. Jessica Reyes will assume his duties.



E. References

Alicia Parkway Regional Traffic Synchronization Project



Orange County Transportation Authority
Mr. Anup Kulkarni, Section Manager, Regional Modeling and Traffic Operations
(714) 560-5867 || akulkarni@octa.net

The overall goal of the project was to improve traffic flow operations throughout the Alicia Parkway corridor via traffic signal synchronization, and to identify any minor roadway and traffic signal improvements that would aid in increasing arterial traffic carrying capacity. The project objectives were to reduce stops and delays on Alicia Parkway, resulting in reduced travel times and increased average speeds. The project included the coordination signal timing plan development, implementation, fine tuning, and monitoring of 40 traffic signals along the 10.5-mile corridor between Rustic Oak in Mission Viejo and Crown Valley Parkway in the City of Laguna Niguel. The corridor includes signalized intersections controlled by Mission Viejo, Laguna Hills, Aliso Viejo, Laguna Niguel, and Caltrans. Improvements included fiber optic communications, controller upgrades, CCTV cameras, video detection systems, central signal systems, and TMC improvements.

Additional RTSSP projects which AGA completed under contract with OCTA include Antonio Parkway, Chapman Avenue, Bolsa Avenue/First Street, Tustin Avenue/Rose Drive Corridor, Adams Avenue, Lake Forest Drive, MacArthur Boulevard/Talbert Avenue, La Paz Road, and Portola Parkway/Santa Margarita Parkway.





Bear Street Regional Traffic Signal Synchronization Program Project



City of Costa Mesa

Mr. Raja Sethuraman, Director of Public Works

(714) 754-5343 || rsethuraman@costamesaca.gov

The Bear Street corridor is a little over 2.4 miles and traverses Santa Ana and Costa Mesa. There are 12 signalized intersections along the corridor, two of which are controlled and maintained by Caltrans. Two additional signals are located along South Coast Drive. The recommended cycle length groupings for weekday and weekend peak periods were developed based on existing traffic volumes and patterns as well as existing traffic signal coordination timing along several crossing arterials. Specific hardware and software components which were installed in Santa Ana include upgraded signal controllers, traffic signal cabinets, battery backup systems, CCTV Camera, and video detection systems. Costa Mesa had installed upgraded traffic signal controllers, traffic signal cabinets, fiber optic communications including communications conduit, CCTV cameras, pedestrian push button upgrades, and pedestrian countdown head upgrades. Travel time and delay studies were conducted to evaluate the improvements after implementation of the new signal timing and system enhancements.

The AGA Team has also completed regional traffic signal synchronization projects for Costa Mesa along the corridors of Placentia Avenue/Baker Street and Sunflower Avenue.

Imperial Highway Regional Traffic Signal Synchronization Program Project



City of La Habra

Mr. Michael Plotnik, Fullerton City Traffic Engineer (previously City Traffic Engineer for the City of La Habra)

(714) 738-6864 || michael.plotnik@cityoffullerton.com

The Imperial Highway corridor extends approximately 10 miles and includes 46 traffic signals, 33 controlled by Caltrans. The corridor extends from La Habra through Fullerton, Brea, Placentia, and Yorba Linda. The recommended cycle length groupings for weekday and weekend peak periods were developed based on existing traffic volumes and patterns as well as existing traffic signal coordination timing along several crossing arterials. Specific hardware and software components installed include new controller/cabinet assemblies, fiber optic interconnect communications, CCTV surveillance cameras, video detection upgrades and travel time evaluation systems and integration with the respective agency central systems to improve efficiencies. Travel time and delay studies were conducted to evaluate improvements along the project corridor with the implementation of new signal timing parameters as well as system enhancements.

The AGA Team has also completed regional traffic signal synchronization projects for La Habra along the corridors of Lambert Road and La Habra Boulevard/Central Avenue.

F. Project Understanding, Overview and Approach

The City of Laguna Hills has identified specific tasks required for the successful implementation of the RTSSP project along the Paseo de Valencia–Moulton Parkway Confluence Bypass Corridor. AGA is fully committed to meeting all RFP requirements for each task, delivering all work on schedule, and submitting all necessary documents promptly and to the satisfaction of the City's project manager. The proposed scope of work for this project includes the following elements:

- Project management and OCTA grant administration support.
- Preparation of plans, specifications, and cost estimates (PS&E).
- Construction engineering support.
- Development, implementation, and fine-tuning of coordination signal timing plans for a variety of traffic conditions.
- Ongoing system maintenance services for a period of 24 months after construction of system improvements and implementation of the coordination signal timing plans.

In addition, AGA Team provides:

- Quick response time (usually 24-48 hours) to agency requests for technical assistance.
- OCTA Semi Annual Review (SAR) and Scope Change updates.
- Project closeout documentation and OCTA project reimbursement request assistance.



The team proposed for this project has wide-ranging experience with designing, implementing, and operating OCTA-funded signal synchronization corridor improvement projects. All key team members have actually worked on a multitude of RTSSP projects throughout Orange County.

Existing Conditions

The Paseo de Valencia-Moulton Parkway Confluence Bypass Corridor is approximately 4 miles and includes a total of 18 traffic signals along the corridor and 12 offset signals in the cities of Laguna Hills (22) and Laguna Woods (8). The project corridor includes portions of Paseo de Valencia, El Toro Road and Moulton Parkway which are classified as Major Arterials per OCTA's Master Plan of Arterial Highways (MPAH). The project proposes various improvements (see figure on next page) including fiber optic communications, controller/cabinet upgrades, battery backup systems, video detection systems and CCTV cameras at selected intersections.

Paseo de Valencia is a four to six lane divided facility with bike lanes and has a speed limit of 35 mph to 45 mph. The corridor primarily serves the gated Laguna Woods Village community on the west and several medical facilities on the east. The corridor provides direct access to the Laguna Hills High School on the south. Additionally, on the north end, the corridor directly connects to the I-5 freeway southbound on/off ramps. Traffic volumes on Paseo de Valencia are 19,000 vehicles per day (vpd) south of El Toro Road and traffic volumes reach up to 29,000 vpd south of Los Alisos Boulevard.

El Toro Road is a six-lane facility with mainly raised medians and bike lanes and has a speed limit of 40 mph. Additionally, Golf carts, bike and pedestrians share a wide sidewalk on south side of El Toro Road west of Moulton Parkway. As a major arterial, El Toro Road carries significant traffic volumes with average daily traffic of 35,000 vpd and the corridor provides direct connectivity to the I-5 freeway. The City Halls of both Laguna Hills and Laguna Woods are located on El Toro Road.

Moulton Parkway is a six-lane facility with mainly raised medians and bike lanes and has a speed limit of 45 mph. Traffic volumes on Moulton Parkway reach 30,000 vpd south of Santa Maria Avenue and 34,000 vpd south of El Toro Road. On Moulton Parkway between Santa Maria and Gate 16, bikes and golf carts share multi modal trail.

The City of Laguna Hills operates and maintains its own Centrac Traffic Signal Central System and communications system integrated with Econolite controllers. Laguna Woods signals are connected to the Centrac system at Laguna Hills. Hardwire communications with Ethernet over copper is in-use by both the Cities. Factors such as geography, distance between signalized intersections, existing infrastructure, and cost have driven past communications decisions. As a part of the project, the traffic signal communications will be upgraded to fiber optics on all the three project corridors.

Corridor Communications and Control

The project as outlined in the RFP has a defined scope of work, which identifies specific tasks to be conducted by the consultant. In determining the best approach to complete the work, the AGA Team considered the various standards, practices, perspectives, and desires of the City of Laguna Hills, relating to accomplishing the project goals, improving traffic operations, and traffic signal synchronization.

The primary focus of the AGA approach to the project is to leverage the existing investments in control systems, communication, and field equipment to not just implement a single corridor project but to create a system that will become the heart of the traffic control system. Additionally, it is our intent that the systems, timing plans, and control strategies developed under this project will become key to how the traffic is managed along the project corridors for many years to come. Our approach begins with recognizing the planning work that went into the Orange County Traffic Signal Coordination Program that AGA developed for OCTA,





the Traffic Signal Communications Master Plans in each City, and building upon traffic signal interconnect communications already in-place across various crossing arterials.

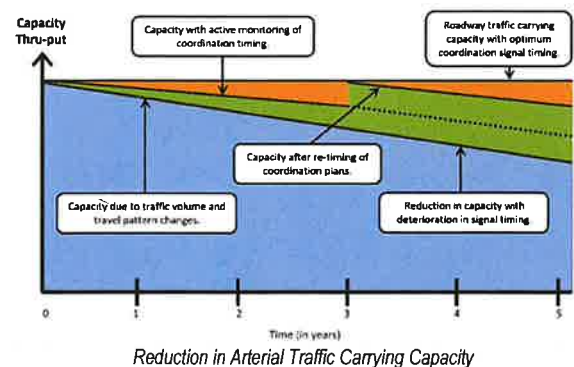
Our approach begins with recognizing the planning work that went into the grant application and building upon some of the improvements already in place on certain sections of the arterial. For example, combining the valuable underground conduit already in-place on several sections with the proposed fiber optic cable to be installed under this project. Different operational improvement options will be presented and discussed with the city before any design work on those intersections commences. It should be noted that the AGA team has been successful in identifying and implementing cost-effective alternative improvements throughout the years on multiple Regional Traffic Signal Synchronization Projects which resulted in hundreds of thousands of dollars in savings and provided project benefits far beyond expectations. Additionally, AGA assisted the Cities of Mission Viejo and Laguna Hills as part of the Alicia Parkway RTSSP Project in designing and implementing "Ped Share" conversions at select intersections which resulted in improved traffic operations.

Existing Traffic Operations

Many of AGA's staff have worked on the Alicia Parkway corridor, La Paz Road corridor and the Lake Forest Drive corridor in the City of Laguna Hills. This evaluation and monitoring of the corridors and driving through the city has provided our staff with the opportunity to observe traffic operations during peak periods, midday, weekends, and periods of high demand such as during the holiday season. This travel experience translates into a project team that doesn't need to learn about the Paseo de Valencia-El Toro Road-Moulton Parkway corridors but has firsthand personal knowledge about the unique land use and traffic characteristics of the roadways and can hit the ground running. It is this intimate and professional knowledge about real world traffic performance that will be a key factor in the AGA project team's ability to truly optimize traffic operations and traffic signal timing along the project corridors. Several parameters which are fundamental to developing and optimizing signal timing plans include:

- AM and PM peak hour commuter traffic along the entire corridor and on major crossing arterial streets
- Heavy turning volumes at the major crossing arterials
- School traffic during both the morning arrival and afternoon dismissal periods
 - Laguna Hills High School
- Off-peak traffic flows during midday and evenings
- Weekend traffic flows
- High traffic volumes at the Lutheran and Catholic church during services

Though traffic volumes may remain constant along a corridor, travel times can increase due to changes in signal timing parameters and signal timing plans over the years. The figure shows the reduction in arterial traffic carrying capacity if signal timing parameters are not actively monitored, updated with changing traffic volumes and/or changing signal timing plans on crossing coordinated arterials. There are several "hot spots" or critical intersections and areas that need to be addressed within the development of signal coordination timing plans.



Key Factors to Consider with Preliminary Suggestions

Since AGA is very familiar with the intersections along the project corridors, we can assess and develop countermeasures to alleviate any areas of concern. Some of the specific "hot spots" along the corridor are shown below. The following is a list of several **key factors** that will be considered during the development of the coordination signal timing plans along the project corridor:

- Understanding the different traffic patterns and volumes along the project corridors and recognizing the varying land-uses and the role of crossing arterial dependencies coupled with local knowledge of accessibility to area schools, churches, recreational areas and freeways will be paramount for successful implementation of traffic signal synchronization on the project corridor.
- At the intersection of Alicia Parkway/Paseo de Valencia, while the main flow of traffic, in general, is along Alicia Parkway, there is significant eastbound left and southbound right turn traffic. These movements need to be adequately served even while clearing the through band on both Alicia Parkway and Paseo de Valencia corridors. AGA is quite familiar with the intersection as we previously developed and implemented traffic signal synchronization timing along the Alicia Parkway corridor.



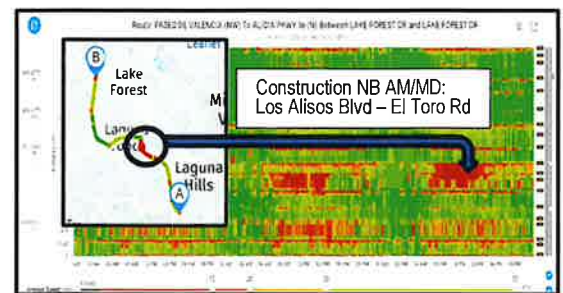
- At Hawk High Way intersection, there is heavy turning movement volumes along with pedestrian traffic due to the high school. The northbound left-turn traffic is high during the morning and the movement may need to be served twice in the cycle to minimize queues and delays.
- Laguna Hills Drive/Stockport Street operates as a Split phase intersection. There is heavy northbound left and eastbound left traffic. In addition there is significant pedestrian traffic due to its proximity to Laguna Hills High School.
- At Beckenham Street, the southbound left-turn traffic has protected phase. There is no northbound left as the eastbound approach is only for the exiting traffic from Laguna Woods. The intersection is minor and the signal may operate at half cycle to minimize delays and queues.
- Kennington Drive is a minor intersection. The signal may operate at half cycle to minimize delays.
- As Los Alisos Boulevard terminates at Paseo de Valencia, there are significant turning movement volumes at the intersection. Additionally, the Los Alisos Boulevard has triple lefts. There is significant northbound right-turning and southbound left-turning traffic. Likewise, there is significant eastbound left and right-turning traffic. Developing appropriate signal timings to reduce queuing will be critical at this intersection.
- Health Center/Via Estrada has significant east-west traffic due to several medical facilities nearby and access to Laguna Woods Village community. The signal needs to be timed to minimize delays to the side street.
- Paseo de Valencia corridor also serves as a major route providing access to the Laguna Hills High School. The high turning movements related to the morning school traffic at various locations will need to be properly accommodated to avoid disruptions to corridor operations. Special signal timings to accommodate the school traffic will be developed at specific locations after discussions with City staff.
- The midday traffic on Paseo de Valencia is low and balanced but increases in the AM and PM peak hours.
- The Calle de La Magalena intersection is a T-intersection with constant traffic from the side street due to Saddleback Memorial Medical Center and the Post Office. Likewise, Calle de La Plata intersection serves several medical facilities and offices. It is important to develop signal timings to minimize delays to the side street at both the intersections.
- El Toro/I-5 freeway interchange area: Due to the dynamics of balancing the needs of I-5 southbound freeway on/off traffic, El Toro through traffic and traffic from Paseo de Valencia and De Carlota, evaluation and development of traffic signal timings at the following four project intersections will be critical: El Toro/Paseo de Valencia, El Toro/Regional Center, El Toro/De Carlota and I-5 Southbound Ramps-Paseo de Valencia/De Carlota. AGA recognizes that in recent years, Caltrans and the cities of Laguna Hills and Lake Forest have worked together and made capacity enhancements with appropriate lane assignments and signal timings to efficiently move the traffic in this area. AGA has extensive experience developing signal timings at arterials and grid environments as well as at freeway interchanges. AGA will leverage the previous work completed in the area and develop signal timings to further optimize operations as we recognize that the traffic volumes and patterns are intricately tied to each other and any imbalance could potentially result in vast queues and disruption of signal operations.
- Integrate proposed coordination timings on El Toro Road with existing timings east of I-5 freeway to minimize queuing overflows, particularly at the closely spaced interchange signals.
- The Regional Center traffic signal, which serves Laguna Hills Civic Center and Laguna Hills Mall retail areas, currently operates in Split phase on the side street with one crosswalk on El Toro Road.
- The intersection at Avenida Sevilla/Gate #1 of Laguna Woods community operates as a split phase due to shared left/thru lanes on the side street. Golf Cart crossings are typical at this intersection. A No-Turn on Red is currently used with a blank out sign for the westbound approach.
- The Lutheran Church/Catholic Church intersection operates as a split phase intersection. There is only one crosswalk crossing El Toro Road allowing for further optimization of the traffic signal. The signal operations can potentially be improved by sharing the pedestrian time between Lutheran Church and Catholic Church and providing additional time for El Toro Road traffic.
- At the intersection of El Toro Road/Moulton Parkway, there is significant traffic on both arterials with significant turning movement volumes. The left-turn traffic is not always balanced resulting in the need for additional split time to clear the left-turn queues.
- Detailed signal timing analysis to develop adequate arterial bandwidths to accommodate the high commute traffic during the peak hours on El Toro Road and Moulton Parkway will be critical to minimize delays and queues. It is important to recognize



Typical traffic flow patterns at a freeway interchange



- that there are Golf Cart crossings in Laguna Woods. Special timings may be needed to accommodate church traffic during Sunday services.
- The Town Center/Home Depot intersection operates as a split phase on the side street. There is one crosswalk across El Toro Road. Golf Cart crossings are typical at this intersection. A No-Turn on Red, with blank out sign, is currently used for both the eastbound and westbound approaches.
 - The Calle Sonora intersection operates as a split phase on the side street. Golf Cart crossings are typical at this intersection. A No-Turn on Red is currently used with a blank out sign for the westbound approach.
 - The Gate #12/Gate #16 intersection operates as a split phase on the side street. There is one crosswalk across Moulton Parkway. Golf Cart crossings are typical at this intersection.
 - At Moulton Parkway/Lake Forest Drive there is significant westbound left turn and northbound right turn volumes during both the AM and PM peak hours. These turning volumes need to adequately be served even while clearing the through bands on both Moulton Parkway and Lake Forest Drive corridors. AGA is quite familiar with the intersection as we developed and implemented traffic signal synchronization along the Lake Forest Drive corridor.
 - To minimize delays to side street traffic, evaluation of potential use of half cycles and full actuated coordination for different time periods will be explored at several minor intersections throughout the project corridor.
 - Conduct detailed signal timing analysis on Paseo de Valencia/El Toro Road, Moulton Parkway/El Toro Road, Moulton Parkway/Lake Forest Drive and Paseo de Valencia/Alicia Parkway intersections to balance the needs of north-south traffic versus the east-west traffic, including the heavy left-turn turning movements, particularly during the peak hours.
 - Special attention will be paid to traffic generators such as the Laguna Hills High School, the redevelopment of the Laguna Hills Mall area, and traffic from the freeway interchange area.
 - With the current retiming efforts along Alicia Parkway and Moulton Parkway, it becomes imperative to evaluate system-wide cycle lengths and develop timing plans that integrate with all crossing corridor systems.
 - During the off peak and evening hours, various minor street traffic signals will need to be timed to be very responsive to local needs to minimize delays to side street traffic.
 - Varying traffic volumes along the project corridor, accessibility to the freeways/toll-road, and the high turning volumes from major crossing arterials will all need to be recognized in the development of coordination signal timing plans.
 - Appropriate use of Pedestrian Override feature in the controller program where feasible, and re-servicing the left turns where warranted will help reduce delays and alleviate any queuing.
 - Given the reduced traffic volumes in some sections of the corridor, particularly during off-peak and evening hours, the traffic signals would need to operate more efficiently with lower cycle lengths for improved operations. Appropriate tools in the Centrac's central system will be considered for optimum operations.
 - Using the OCTA provided ClearGuide system, a "heat map" can be developed to show where there are delays along a corridor. The adjacent figure shows heavy congestion on the project corridor, in particular, between Los Alisos Boulevard and El Toro Road, where there is ongoing construction (during March/April) and a lane closure on Paseo De Valencia. The heat map can identify where the bottlenecks are along the corridor and can assist the engineer on when and where to concentrate their efforts to improve the traffic progression.



ClearGuide Heat Map of Project Corridor

Upon inspection of the corridor in preparation for this proposal, plus our prior project experience, the AGA Team considered some additional items which can be explored and utilized in depth upon being contracted by the City. These improvements include:

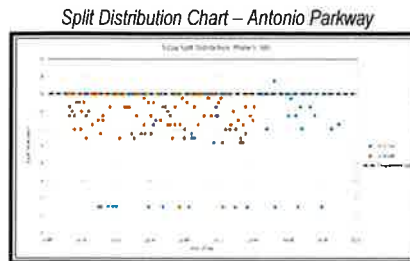
- Provision of detailed signal timing analyses to develop adequate arterial bandwidths in order to minimize delays and queues, thus accommodating the high commute traffic during the peak hours.
- To minimize delays to side street traffic, evaluation of potential use of half cycles for different time periods will be explored at several minor intersections.
- High turning movements related to morning school traffic at various locations need to be properly accommodated to avoid disruptions to the corridor. Timings to accommodate the school traffic, including development of special school timings, will be key for improved traffic operations.
- We will integrate the proposed coordination timing with existing crossing arterials to minimize queuing overflows. The heavy left-turn and right-turn traffic movements, as well as high pedestrian volume, that affect the traffic flow will need to be addressed



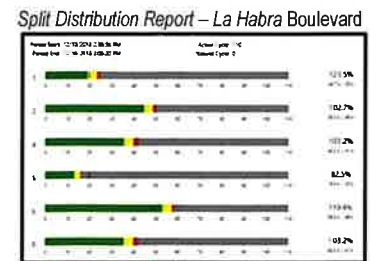
during the development of coordination signal timing plans.

- Several cross-street signals will be included in the signal timing to ensure that the turning traffic does not result in potential queue overflows between the project corridor and the nearby traffic signals.
- Detailed signal timing analyses will be completed to identify appropriate cycle lengths and groupings.
- We will develop responsive signal timings for areas that experience rapid changes in volume and identify thresholds based on external inputs to enable deployment of appropriate signal timing plans before congestion develops.

A method that AGA considers useful to better gauge operational conditions thus better serving motorists and pedestrians is illustrated in the graphics on this page. Utilizing the latest in Automated Traffic Signal Performance Measures, including the Purdue Coordination Diagram, Phase Termination Charts, Split Monitors, etc., AGA can provide more precise understanding of the effects of poor versus good coordination in a corridor.



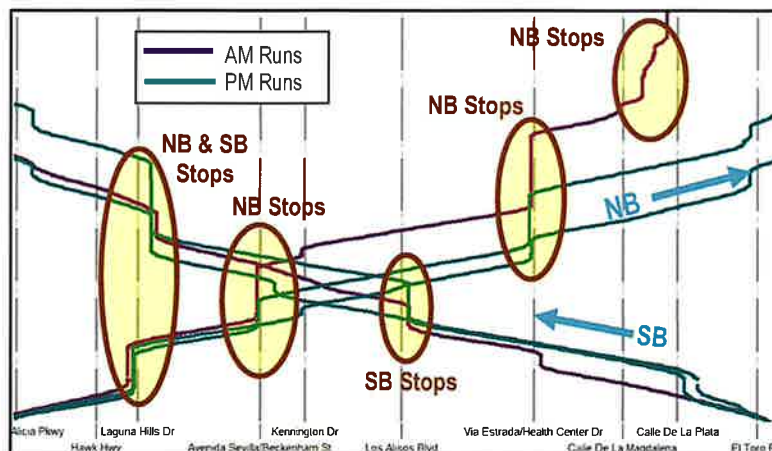
Source: AGA Engineers, Inc.



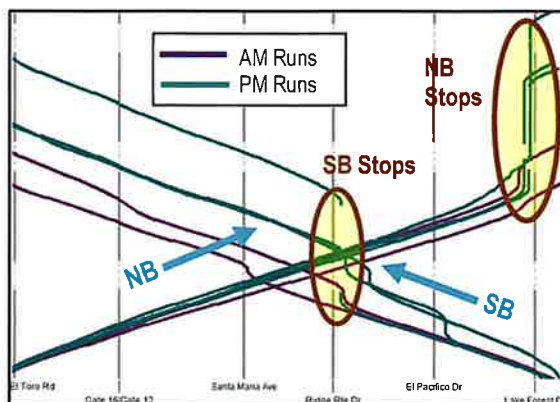
Source: MaxView, City of La

These graphical representations of the signal timing reports from the central systems show how the split timings are actually being allocated and if certain movements need additional green time. Over the years, AGA has been utilizing these reports to better fine-tune the coordination signal timings.

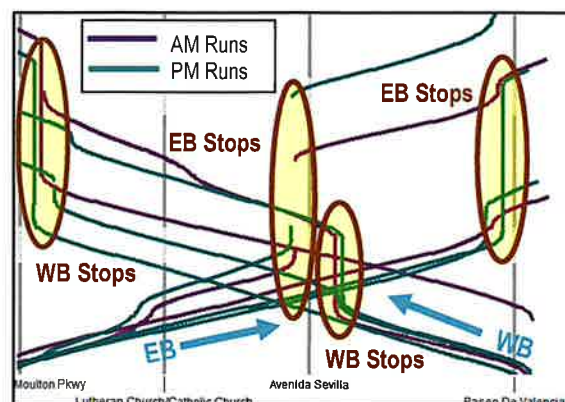
AGA conducted preliminary travel time runs for the weekday AM and PM peak hours a long all three study corridors. Based on those runs, the travel times for both the AM and PM peak hours were approximately 5-6 minutes for northbound and 5 minutes for southbound along Paseo De Valencia, 2-3 minutes for both eastbound and westbound on El Toro Road and 2-3.5 minutes for both northbound and southbound on Moulton Parkway. There were multiple stops throughout the corridor for both AM and PM peak hours with some areas experiencing heavy congestion. The following graphics show the travel time runs for each corridor.



Paseo De Valencia (Alicia Parkway – El Toro Road) Travel Time Runs



Moulton Pkwy (El Toro Rd – Lake Forest Dr) Travel Time Runs



El Toro Rd (Moulton Pkwy – Paseo De Valencia) Travel Time Runs

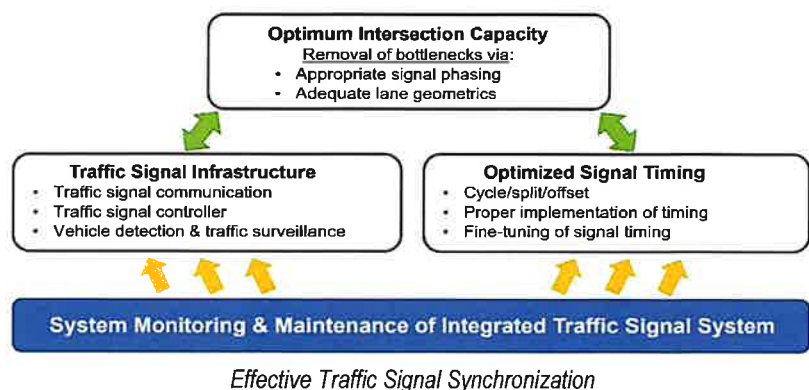


Traffic Signal Timing Strategy

It is important to recognize that effective traffic signal synchronization consists of appropriate traffic signal infrastructure, optimum intersection capacity, coordinated signal timing, and the maintenance, upkeep and monitoring of this integrated system to ensure that the capacity gained with the initial coordinated system is continued on a long-term basis. Key strategies used by AGA to produce effective traffic signal synchronization include the following:

- The development and implementation of optimized coordination signal timing, particularly the use of common signal system cycle length across jurisdictions.
- The use of GPS units/servers to maintain an accurate time base between various field master systems and central systems.
- Recognizing the common goal of increasing arterial throughput capacity with reduced stops and delays.
- Consideration and adjustments of crossing coordination along the project corridor.
- Achieving improvements in arterial traffic carrying capacities, such as those achieved via traffic signal modifications or minor roadway striping changes.
- Obtaining cooperation and support from the project Traffic Forum members, including Caltrans.
- Using upgraded controllers, assemblies, and software for integration with central systems to improve efficiency.
- Providing CCTV cameras at selected strategic locations.
- Upgrading traffic signal communications (fiber optic, DSL switches, Ethernet communications, etc.) along with needed upgrades to traffic signal central systems.
- Providing additional fine-tuning and monitoring of signal timings to ensure that arterial capacity gains with traffic signal synchronization are sustained on a long-term basis.

Providing GPS equipment, the integrating upgraded central systems, and upgrading controllers and communication systems are all very essential elements for the implementation and realization of optimized coordination signal timings. These elements also provide the ability for the AGA Team to monitor and fine-tune timings on an ongoing basis. We provide these services to ensure that the significant benefits achieved by traffic signal coordination can be maintained and that these components function as designed and implemented. Our extensive knowledge of all of these systems will be invaluable in providing this support to the city.



Understanding of Design and Implementation of Signal Timing Related System Improvements

AGA has worked on a multitude of traffic signal design projects, many of which included similar if not identical improvements being requested as part of this RFP. During the past several years, AGA staff has completed designs for various Highway Safety Improvement Project (HSIP) and RTSSP projects and other grant funded projects to upgrade outdated traffic signal equipment and implement various safety improvements identified by citywide safety assessments. While completing traffic signal modification designs, AGA staff not only looks at the specific improvements identified in the RFP, but also all traffic signal components that may need to be modified or upgraded. Our experience with designing traffic signals, along with our drive to keep up with the latest requirements of the California Manual on Traffic Control Devices (CA MUTCD) and Caltrans Standards, allows us to provide the project agencies with a comprehensive design for successful completion of the project. Our understanding and experience of all traffic signal system components such as video detection, controller/cabinet upgrades, battery backup systems, emergency vehicle preemption (EVP) systems, pedestrian push button systems (APS and traditional), countdown pedestrian heads, fiber optic communications, central systems, Traffic Management Center, etc. will be key to the success of this project.



Video/Radar Detection Systems

AGA has designed a vast amount of traffic signal equipment improvement plans where new video detection systems have been successfully installed. Our experience and familiarity with different types of video detection systems such as the Iteris Vantage Vector Hybrid system (utilized for advanced dilemma zone detection), Vantage Next system, Vantage Edge II system, the Econolite Autoscope Vision system, and Gridsmart has given us the knowledge to successfully design for the installation of such systems. Understanding different detection systems and the components that make up each system allows us to prepare a thorough design that will meet the project objectives. As an example, knowing what type of cable is required for the different types of detection systems is critical in determining if new conduit will be needed or if the cable can be installed in existing conduit. Some systems utilize a single CAT-5E Ethernet cable for both power and video while others require both separate power and coaxial cables for the video requiring more space in the conduit. Fully understanding how these systems work and getting the design right is what saves time and costs during construction.

CCTV Cameras

Our designs for hundreds of CCTV camera installations have given us the experience and understanding of factors to consider when completing such designs. It is important to understand design elements such as location of the camera, distance between the camera from the communications switch (to identify whether an extender or special long-range CAT-6 cable is required), and existing conduit fill to make sure CCTV cable can be installed. Staying current on new CCTV technology is also very important and it's something that we are constantly working on. Our experience with designing CCTV systems from multiple vendors such as Bosch, Cohu, and Axis is key to providing the clients what they are looking for. The AGA team recently worked on integrating a Cloud-based video management system complete with Firewall security for the San Dimas as well as integrating Fountain Valley's Milestone Video Management System.



Familiarity with Signal Hardware

AGA engineers and signal technicians are well-versed in a wide variety of signal hardware including controller units, conflict monitors, cabinet assemblies, signal wiring, traffic signal central systems, etc. Our team regularly assesses and advises on hardware-related issues with hands-on experience in several controller systems, including Siemens M50/M60, Intelight, Econolite Cobalt, 2070 ATC, and Trafficware controllers, etc. Of particular note is our in-depth experience integrating various modern ITS infrastructure including fiber optics, wireless radio, Ethernet-over-copper, Ethernet switches, etc. With our knowledge of previous generation equipment utilizing Ethernet, serial and FSK communication, we can integrate state-of-the-art systems with existing hardware and software when needed.

Our clients also receive practical assistance from our technical staff with the design and installation of video walls, display systems, live video feeds to TMCs via video detection cameras, the use of CCTV, wireless radios, and the development and design of Internet Protocol (IP) communication schemes for signal-related equipment and configuration of Layer 3 communication networks. Our staff is adept in configuring Virtual Local Area Networks (VLANs) for streamlining traffic signal communications and live video feed to TMCs.

As a part of the RTSSP projects, our Team has completed numerous corridor projects that included the installation or upgrades to Siemen's Tactics for Buena Park and Fullerton, Econolite's Centrac's central signal control systems for Placentia, Orange County, and Yorba Linda, and Intelight's MaxView central signal control system for La Habra. The AGA Team is currently assisting Fountain Valley with the Intelight Kinetic system. In addition, the recently completed project for Imperial Highway included integration at Caltrans' TMC of signals into Caltrans' TransSuite Central System.

Traffic Signal Communications Upgrades

The AGA team's outstanding technical field staff, working in conjunction with our expert designers in communications upgrades, sets us apart from others. Our team has been key in upgrading a multitude of traffic signal communications systems throughout Orange County. As a matter of fact, the AGA team was the first to install fiber optic communications in La Habra, Fullerton, and Laguna Niguel. Additionally, we prepared the Fiber Optic Communications Master Plan for several cities and developed the Traffic Signal Communications Network IP scheme which is currently being utilized. Our experience working on several traffic signal



communication projects over the years has provided us with vast knowledge of a wide variety of signal interconnect methods, including fiber optic, wireless Ethernet, hardwire, microwave, spread spectrum, cellphone, and legacy telephone. This knowledge will be key in successful completion of this project.

Signal Timing Optimization Programs

Traffic Engineers depend upon a complex set of software "tools" to produce high-quality signal timing products (i.e., Synchro, SimTraffic, Tru-Traffic, etc.). AGA engineers not only use these tools, but our experience informs us of what to do with the information they provide. Software programs are not capable of providing workable timing plans independently; however, an experienced Traffic Engineer will utilize these software programs in the process of developing such plans. Others may simply proceed with the computer timing outputs that these tools provide, but AGA's experienced timing experts carefully review the program output and adjust the values manually utilizing time-space diagrams to properly match local conditions. And, although we may use different signal timing software to capitalize on specific strengths of each software program, it should be noted that all final timings will be compiled in the Synchro software.

Monitoring and Maintenance of Signal Timing Plans

AGA can provide continual signal timing support by conducting engineering field reviews, including assessment of signal timing coordination and synchronization. We can monitor, observe, fine-tune and optimize the signal timing and phasing operations of all corridor intersections. By proactively surveying corridors on a regular and frequent schedule, we will observe traffic patterns and characteristics and adjust signal timing plans as necessary to best suit traffic flow. For many years we have provided and currently provide these identical services to a wide range of Southern California cities, including La Habra, Fountain Valley, Montclair, Highland and Laguna Niguel. Our unique combination of experienced Professional Engineers, junior staff and highly trained Signal System Specialists enable us to provide this service in an efficient, cost-effective manner with our own in-house Traffic Operations Center serving as a hub for this activity.

Construction Coordination, Design-Build and Bid Assistance

Equipment installation will be a significant component of the corridor synchronization project. The AGA Team includes Technical Support team members who have been responsible for fine-tuning signal timing plans at hundreds of locations, providing day-to-day monitoring, and providing Bid Assistance for purchasing and integrating hardware and software for signal systems, controllers and TMCs throughout Orange County. This same team was successful in construction and implementation of similar projects completed by in the La Habra, Brea, Costa Mesa, Fullerton, Irvine, and OCTA. AGA technicians have worked extensively with municipal, County, and Caltrans personnel to address the same internal and interjurisdictional communication issues that are inherent in any project of this kind. AGA's combination of Professional Engineers and highly skilled traffic signal system and communications technicians with local experience and relationships translates to an exceptional degree of success in multijurisdictional traffic signal coordination projects such as the Paseo de Valencia-Moulton Parkway RTSSP project.

Traffic Operations and Management

This project will significantly enhance field communications, upgrade controllers, video detection and traffic signal timing along the corridor; however, without active oversight and management by the city, the true effectiveness of the system will not be realized. Our staff has in-depth knowledge and experience with integrating and maintaining/supporting the various signal systems. Additionally, AGA's experience from previous projects has shown that special attention must be given to:

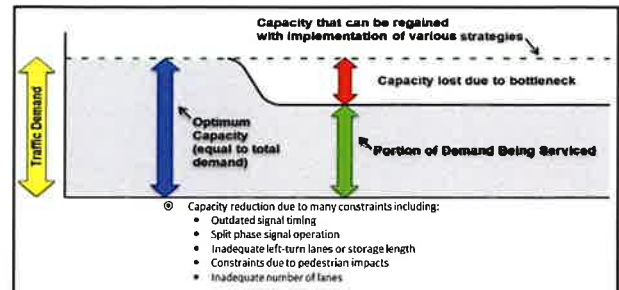
- Interface modems from wireless to hardwire, telephone drops, fiber optic, etc. interconnect components.
- Communication speed differences for different interconnect and controller types.
- Actuating coordination for differing local controller programs and software versions.
- System controller grouping limitations.
- Local software limitations.
- Using a variety of timing parameters and strategies to achieve shorter cycle lengths.



Our experience with integrating central system hardware (computer servers, workstations, Ethernet switches, modems, port servers, GPS servers) and field elements – including interfacing with traffic signal system vendors, communication systems specialists and respective agency Information Technology staff – will be key to project success.

Maintenance of Coordinated Timing

AGA recognizes that while traffic signal coordination – with supplementary infrastructure improvements and alleviation of bottlenecks – helps with traffic flow conditions, it is equally important to maintain coordinated timing to sustain the increase in capacity on a long-term basis. The figure below shows the impact to arterial capacity due to bottlenecks (constraints that may be due to inadequate left-turn lanes or storage length, split phasing, pedestrian timing constraints, and outdated or even improper timing or unnecessary signal phases). Our innovative solution to help reduce such bottlenecks is discussed more fully in the following section.



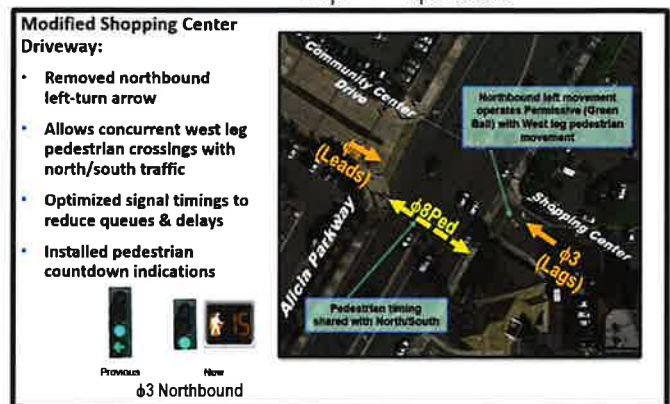
AGA proposes to monitor the corridor for two years after signal timing implementation to ensure the capacity gains of traffic signal coordination are retained.

Innovative Traffic Operational Improvements

It is the intent of the AGA Team to fully evaluate traffic operations at each intersection in order to identify operational deficiencies which prevent optimum traffic flow efficiency and safety. Such deficiencies could be related to traffic signal equipment, traffic signal phasing, traffic signal sequencing, lane configurations, pedestrian and bicycle facilities, signage, or other physical intersection characteristics which negatively impact traffic operations. In addition to identifying deficiencies, we will recommend simple, low-cost solutions that can be quickly implemented either directly by the respective agencies, or as a part of this project. Some processes used by AGA in the past are detailed below.

Increasing Traffic Carrying Capacity with Ped Share: While optimization of signal timing definitely provides for traffic flow improvements, it is very critical to also eliminate any minor traffic operational bottlenecks in order to maximize arterial traffic carrying capacities. One such bottleneck that we identified when we conducted the Alicia Parkway RTSSP Project was the area south of Paseo de Valencia, at the Community Center signal, which also serves the Laguna Hills High School. We determined that there was one quick low-cost solution that could be immediately implemented in this area to improve operations at the Alicia Parkway/Community Center intersection. This intersection was operating with split phasing on the north/south approaches requiring a significant portion of the cycle time for the side street with far less signal time allocation (thus less capacity) for Alicia Parkway which resulted in additional queuing on Alicia Parkway.

AGA's solution of sharing the west-leg crosswalk pedestrian clearance time between the two north-south phases while retaining the existing split phase significantly increased the traffic carrying capacity of Alicia Parkway. The solution required minor signal phase re-assignments and removal of northbound left-turn arrow signal indications, resulting in improved operations in this area. The AGA team assisted the City of Laguna Hills with implementing this recommendation at two locations - Alicia Parkway/Community Center and Alicia Parkway/Hon-Paseo de Alicia intersection. These improvements are still operational and continue to provide benefits to the area motorists. One intersection that would be a good candidate for such operational improvements under this project is El Toro at Lutheran/Catholic Church intersection in Laguna Woods.



Alicia Pkwy/Community Center Ped Sharing on West-Leg



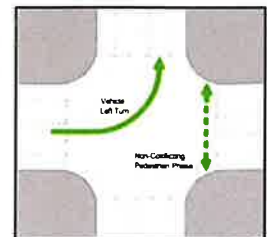
Mitigating Bottlenecks at Intersections with Heavy Demand: Another example of mitigating a minor traffic bottleneck occurred during the Tustin Avenue/Rose Drive RTSSP Project that we managed for OCTA. At the Tustin Avenue/SR-55 On-Ramp intersection in the City of Orange, the southbound left turn movement onto SR-55 has very heavy demand throughout the day. Prior to the project, the queue for this movement would often exceed the storage length and extend into the southbound through lane. AGA was able to re-service the southbound left turn by creating a new phase that mirrors the southbound left turn. The new phase occurs after the southbound thru movement, thereby servicing the southbound left turn movement twice in a cycle. This was a low-cost improvement easily configured in the controller which could be quickly implemented. We used this same strategy for the Alton Parkway RTSSP project at the intersection of Alton Parkway/Millikan Avenue in the City of Irvine, an intersection with comparable heavy demand. The Irvine now uses this phase sequencing as a template for other intersections to be able to re-service the left turns.



Traffic Operational Improvements – Mission Viejo

movement was able to move concurrently with the non-conflicting pedestrian phase (see adjacent figure). This improvement provided additional split time for the heavy left turn without increasing the cycle length.

Concurrent Phasing: During a signal timing project in the City of Garden Grove, there was considerable congestion at the intersection of Garden Grove Boulevard/Newhope Street. One of the causes of the congestion was a very heavy left turn from Garden Grove Boulevard to Newhope Street. With a few changes to the phase assignments, the left turn



Concurrent Left Turn and Pedestrian Phase

Traffic Operational Improvement: Under the Alicia Parkway RTSSP project, AGA recommended various traffic operational improvements to reduce congestion for the intersections shown in the adjacent figure.

The improvements included pedestrian share phasing modifications, crosswalk removals, roadway restriping, and turning lane reconfigurations. Working in conjunction with the City, AGA has implemented these traffic operational improvements which resulted in resolving a major bottleneck at Alicia Parkway/Jeronimo Road intersection in Mission Viejo.

For the La Paz Road RTSSP Project, AGA provided the City of Mission Viejo with recommendations to improve the intersection of La Paz Road at Chrisanta Drive. We provided a conceptual plan to be implemented as part of the widening to occur on La Paz Road west of the intersection. These low-cost potential improvements were identified to reduce congestion at the intersection during the peak hours and school drop-off and pick-up times.

Although not the focus of the evaluation, longer-term or higher cost measures may be identified and presented to each of the cities for their consideration in programming future capital improvements.

AGA's Unique Qualifications and Overall Benefit to the City

The AGA Team has been conducting RTSSP grant-funded projects since the inception of the Call for Projects in 2011. Our Team has assisted the Cities of La Habra, Fullerton, Costa Mesa, Irvine and Brea in successfully completing multiple City-led and OCTA-led RTSSP projects. These projects have allowed us to thoroughly comprehend and become successful with OCTA CTFP grant requirements. This is a skill that will help the City navigate the complex grant administration procedure. We have in-depth experience with budget control, monthly invoicing, tracking project schedules, regular project updates, and monthly progress status reports. We also utilize City comment dispositions and ensure appropriate document control and filing.

We recognize that this is Laguna Hills' first RTSSP Project as the lead agency. The City has participated in multiple RTSSP projects over the years, however, as the lead agency it is a major undertaking. The AGA consultant team, having successfully completed 35 RTSSP projects will be the right partner to assist the City on this project. The following provides our understanding of the project and highlights why AGA will be a perfect partner to the City.

- The team proposed for this project has wide-ranging experience with designing, implementing, and operating OCTA-funded signal synchronization corridor improvement projects. All key team members actually worked on a multitude of RTSSP projects throughout Orange County.
- We recognize that technological changes, field conditions, project modifications or City desires may require scope modifications of proposed improvements. The AGA Team fully understands the steps required to request scope modifications so that the additional project improvements will be eligible for grant reimbursement. We know and recognize the importance of grant funding deadlines and the process needed to request timely extensions from OCTA.



- The project involves various traffic signal improvements including new traffic signal controllers/cabinets, battery backup systems, conduit and fiber optic interconnect, video detection, and CCTV cameras. Our team, which includes traffic engineers and signal system technicians, have hands-on experience with the proposed improvements which will be invaluable. Our team conducts thorough field reviews prior to design and will engage with vendors/equipment manufacturers to ensure proper integration with the City's traffic signal system. Of particular note is our in-depth experience integrating various modern ITS infrastructure including fiber optics, wireless radio, Ethernet-over-copper, Ethernet switches, etc. With our knowledge of previous generation equipment utilizing Ethernet, serial and FSK communication, we can integrate state-of-the-art systems with existing hardware and software when needed.
- We have procured and installed traffic signal systems equipment for multiple cities on various corridors using subcontractors, equipment vendors and our own staff. We have completed this task under direct contract with the cities of Buena Park, Costa Mesa and Seal Beach, and under contract with OCTA for various cities including Laguna Hills, Lake Forest, Aliso Viejo, Laguna Niguel, Mission Viejo and Rancho Santa Margarita. Additionally, we procured equipment such as controllers/cabinets, video detection systems, CCTV, Ethernet switches, and central systems and servers and assisted the contractor during installation. Our decades-long experience of our team members will be invaluable for the successful implementation of the project.
- The AGA Team has extensive experience with multijurisdictional traffic signal interconnect, signal timing synchronization, coordinated timing plans and implementation of emerging ITS technologies and procedures. Our staff have completed timing plans for more than 6,500 traffic signals. We have widespread experience developing and implementing both corridor signal timings and arterial grid type signal timings. AGA's staff have unparalleled familiarity with all phases of the proposed project from the design and development of signal timing plans to construction, implementation and fine-tuning, as well as continued monitoring and maintenance of multiple coordinated systems.
- We are passionate about signal timing and make sure the systems operate at their optimum for safe and efficient movement of traffic. Under contract with various cities, our staff conducts daily monitoring of over 250 traffic signals operating on different signal systems giving us firsthand knowledge of issues faced by many corridor cities related to traffic signal synchronization - starting with design, construction, integration and ongoing maintenance of traffic signal and ITS systems.
- Our team utilizes a comprehensive in-house QA/QC program which requires that all deliverables leaving our office are first reviewed prior to submittal to the client. AGA is fully committed to quality control, and all personnel performing work on this project are responsible for ensuring its implementation. We have the philosophy that this is a continuous process to be utilized on plan preparation from conceptual design to final PS&E, as well as when conducting various other professional engineering tasks. Our QA/QC program allows us to monitor costs and budgets to minimize any cost overruns. Our technical staff is trained to always review work products prior to finalization.
- Our team is hands-on with many types of controllers and system software as we work with them on a daily basis in many of the cities where we monitor traffic signal systems. Our signal system technicians have a deep understanding of the intricacies of the controllers, cabinets, video detection systems, CCTV and central systems and communication systems to ensure successful implementation of the project and to provide the necessary support during the OMM phase of the project.
- Equipment installation will be a significant component of this project. The AGA Team includes Technical Support team members who have been responsible for fine-tuning signal timing plans at hundreds of locations, providing day-to-day monitoring, and providing Bid Assistance for purchasing and integrating hardware and software for signal systems, controllers and TMCs throughout Orange County.

It is the intent of the AGA Team to fully evaluate traffic operations at each intersection in order to identify operational deficiencies which prevent optimum traffic flow efficiency and safety. Such deficiencies could be related to traffic signal equipment, traffic signal phasing, traffic signal sequencing, lane configurations, pedestrian and bicycle facilities, signage, or other physical intersection characteristics which negatively impact traffic operations. In addition to identifying deficiencies, we will recommend simple, low-cost solutions that can be quickly implemented.

AGA personnel, several of whom have been City employees or served as City staff, have provided services to clients ranging from design and construction management of traffic signal system and ITS improvements exceeding a million dollars, to minor traffic signal timing improvements costing only a few thousand dollars. Whatever the project, our management approach is to complete the project to the satisfaction of the client in as quick a time frame as possible while still producing quality work products.



Scope of Services

Task 1: Support to the City's Project Management Team – PI Phase

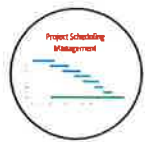
The AGA Team feels strongly that robust leadership is a key element of AGA's management approach to fully leverage the expertise and experience of the Project Team. AGA's Project Manager, **Mr. Chalap Sadam**, will ensure the timeliness, cost-effectiveness, and overall success of the project. Providing ample assistance will be **Mr. Krishna Patel**, who will oversee Quality Assurance/Quality Control. Both men have in-depth project administration experience in the implementation of numerous similar corridor synchronization projects.



Project Management Plan: Upon receipt of notice to proceed (NTP), AGA will submit a detailed Project Management Plan (PMP) including budget control and invoicing, expected meetings, project schedule tracking, regular project updates and progress reports, agency comment dispositions, and document control. Through this plan, the City and AGA can conduct discussions and arrive at a concurrence on the execution of the corridor project.



Project Kick-off and Status Meetings: Establishing good working relationships with member agencies and reaching consensus on all proposed project recommendations is critical to the success of the overall project. This can be accomplished with a kick-off meeting to lay the groundwork for the project and understand each agency's perspective. AGA will conduct the kick-off meeting to discuss project objectives, scope of work, project schedule, required cooperative agreements, and various budget factors. As this meeting sets the stage for the entire project, our Project Manager and all key staff members will attend. Subsequently, AGA will meet with Laguna Hills and Laguna Woods individually to understand each agency's specific needs, issues or concerns. Project status meetings will be held on a monthly basis and additional email updates will be provided more frequently to the city.



Project Schedule: All project tasks including design and construction efforts, signal timing development and implementation efforts, maintenance and operations efforts, and Final Report documentation will be completed in a timely manner after receipt of the NTP. As OCTA divides the RTSSP projects into two phases (PI and O&M) – similar to how the tasks are defined in the RFP – separate NTPs will be issued for each project phase to keep the timelines separate. The NTP will be issued during the year the funds are encumbered. Our preliminary project schedule with tentative completion dates for each task is below.

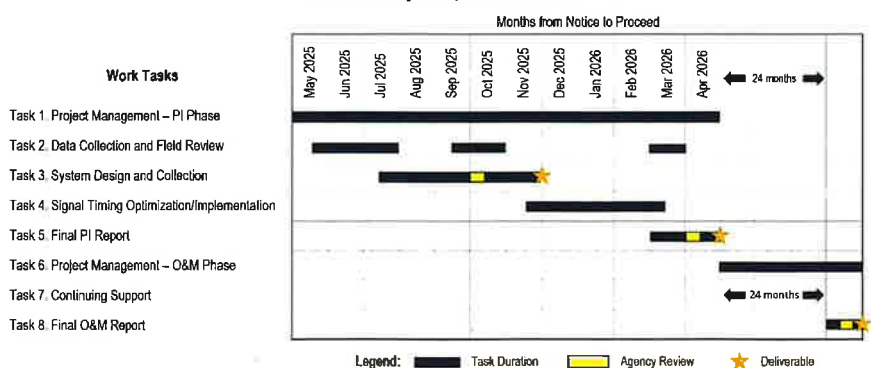
Upon receipt of the NTP for the PI phase – prior to the Kick-Off Meeting – we will prepare a more detailed project schedule that includes firm task start dates, activity durations, product milestone completion dates, agency review times etc. Project manager and task leaders will coordinate with City and Project Management Consultant (PMC) staff on the project status and all milestones and deliverables. AGA is committed to meeting the project schedule and delivering the project on time and within budget.



Consensus Building and Cooperative Agreements: AGA will lead early efforts to build consensus among member agencies, culminating in Cooperative Agreements. AGA brings extensive experience in developing and facilitating such agreements, which define project goals, agency responsibilities, and cost-sharing. These agreements help prevent delays from staffing changes, technical issues, or unexpected costs. AGA will work closely with the City to ensure strong agency participation from the outset, reducing the risk of delays beyond the City's control.

AGA will assist the City's Project Manager with a running record of project costs by participating agency, and also any scope changes and/or deviations from the final approved grant application. AGA will provide monthly schedule updates, progress reports, invoices, and a comment matrix with responses to comments and disposition of comments.

Preliminary Project Schedule

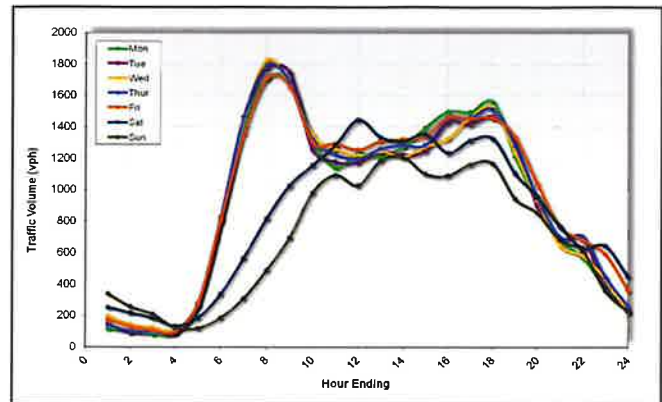




Task 2: Data Collection and Field Review

For all data collection tasks, the schedule of the reviews and comments will be as stated in the RFP. AGA's signal timing engineers will evaluate the below data elements and provide an assessment of prevailing traffic patterns and conditions.

- Seven day 24-hour ADT data will be conducted and provided to the City for their review to help determine appropriate times to collect new peak hour turning movement count data and to determine if weekend signal coordination timing is necessary. Vehicle and bicycle classification counts will also be conducted. All ADT count locations will be reviewed and approved by the City prior to data collection. A sample hourly-daily Corridor Traffic Volume Variations chart is shown in the adjacent figure.
- Peak period turning movement counts for the weekday (AM, midday, and PM) and weekend (midday) will be conducted. The weekday peak periods are typically two hours each and the weekend peak period is usually four hours. Additional counts will be collected at school areas where the school closing times may not coincide with typical peaks. Additionally, the number of pedestrian and bicycle users, and the number of pedestrian actuations occurring by crosswalk, will also be collected in the school areas of the corridor.
- All turning movement count data will be provided per the RFP, which includes count data in Microsoft Excel spreadsheet (both electronic and hard copy) format.



The Project Team will conduct a "Before and After" travel time and delay field studies for each peak period for which coordinated timing plans are developed. Measures of Effectiveness (MOE) parameters, which will provide a quantitative basis for determining coordination benefits, will include stops, delays, travel times, average speeds, fuel consumption, Network Performance Index, and emissions. Included in the "Before and After" Studies will be the Corridor Synchronization Performance Index (CSPI) comparison, which is based on average speed, number of greens per red, and number of stops per mile. MOEs will be compiled using Synchro and Tru-Traffic software and field measurements using the floating-car technique. The floating-car runs will be conducted for each direction for each coordination time period for each corridor and the data will be gathered using mobile phone applications. Video will be used to compare actual conditions to anticipated conditions detected by time-space diagrams, and any anomalies will be corrected prior to "After" study.

We will conduct an After field study for each peak period for which coordinated timing plans are developed. The After study will be conducted similar to the Before study and contain the same MOEs and CSPI parameters, based on the same number of floating car runs conducted during the same time periods and the ATSPM and ClearGuide reports (if applicable), and will be used to indicate the improvements in efficiency of traffic flow resulting from the multijurisdictional traffic signal coordination. AGA will also conduct a Benefit to Cost Analysis, wherein we will determine savings based on travel time, fuel consumption and vehicle maintenance, along with a final benefit-cost ratio.

AGA will also assess the "Before and After" conditions using the ClearGuide system provided by OCTA to all Orange County, which will be utilized to assist with monitoring of the project corridors. The "Before" study will be conducted prior to the construction of the various signal system and interconnect communication improvements. The "After" study will be conducted after implementation and fine-tuning to signal timing plans. To compare and summarize the results of the Before and After studies, we will prepare a draft memorandum and present the findings to the city, et al. Upon receipt of comments, we will prepare a final memorandum. Graphical presentations of "Before and After" comparisons will also be presented.

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



Task 3: System Design and Collection

Based on the field reviews, level-of-service analyses, and evaluation of each City's communication network and central system configuration, AGA will determine what additional improvements could be made for future considerations. This could include minor modifications to existing signal operations and striping layouts that would improve the level of service at project intersections. We propose to conduct a detailed traffic operational assessment of the entire project corridor and identify low-cost traffic operational improvements which can be implemented for improved operations. Locations that can operate efficiently with traffic signal modifications and/or minor roadway striping modifications will be identified. Typical traffic signal modifications may include conversion to protected/permissive left-turn phasing, modified split phasing with pedestrian share configuration, right-turn overlap phasing etc.

As this project involves significant addition of fiber optic communications along the project corridors, AGA Team will also prepare a Citywide Traffic Signal Communications Master Plan map for Laguna Hills. This plan will identify corridors that could serve as fiber optic communications backbone for citywide traffic signals system along with potential communications hub locations.

AGA will develop plans, specifications, cost estimates, construction bid and contract documents for the installation of new and/or upgraded traffic signal control and communication equipment along the corridors. In general, traffic signal system related components required to provide improved traffic signal synchronization on the corridor include the following:

- Fiber optic communications in existing conduit
- New/upgraded ATC traffic signal controllers
- New controller cabinet assemblies
- Battery Backup Systems
- Video detection systems
- New conduit to Laguna Woods City Hall
- Ethernet fiber optic switches
- CCTV cameras

Before commencing the full design plans for the project corridor, the AGA team will discuss any potential cost savings opportunities. Such items may include the use of micro trenching or rock wheeling when installing new fiber optic interconnect conduit. AGA will complete the following PS&E scope for this task:

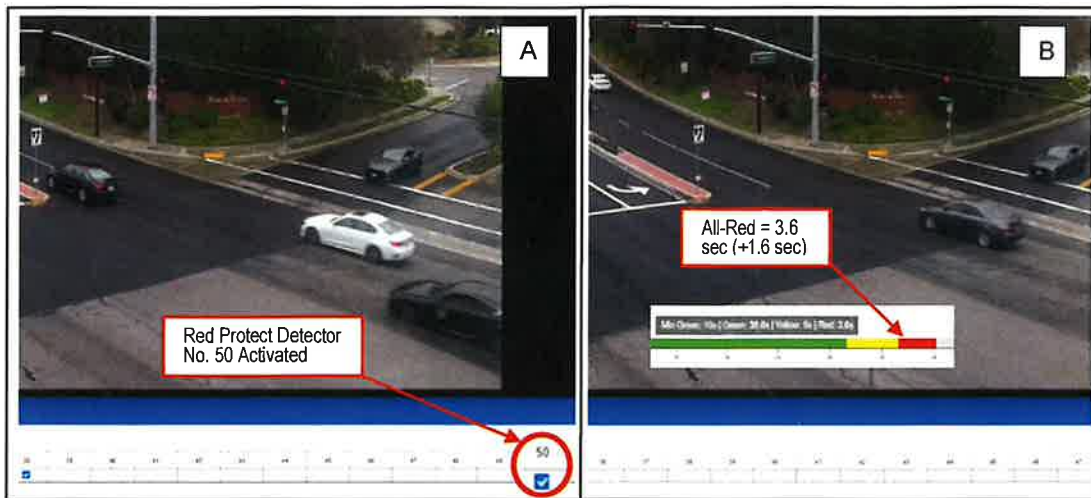
- Attend a preliminary design meeting to discuss and review any specific construction requirements relative to the proposed improvements. During this meeting, proposed improvements which may have already been constructed as part of other projects or which may no longer be required will be discussed to avoid completing any unnecessary design work.
- Collect and review all documents provided by the City which are necessary to complete the work (traffic signal plans, traffic signal interconnect plans, utility plans, street improvement/roadway plans, etc.).
- Research and record all existing improvements.
- Submit an outline draft of the project specifications. Plan sheets will be prepared at either 1"=20' or 1" = 40' (or other scale when deemed appropriate). All plans will be prepared and submitted in AutoCAD format. The plan set will include a title sheet, traffic signal and communication plan sheets, a communication network plan sheet, and a fiber assignments plan sheet (as needed). Detailed illustrations will be utilized for the communication network plan sheet. Specifications and Technical Provisions will be based on pro forma specifications provided by the City, revised, and supplemented as needed.
- Prepare and submit preliminary construction plans (60% completion level) and construction cost estimates. All cost estimates will include copies of all back-up calculations of quantities.
- Prepare second submittal plans (90% completion level) and final plans (100% completion level) incorporating comments from the city, and utility companies, specifications, and engineer's estimate of probable construction costs.
- All plans and/or documents will be submitted for City review.

Upon each city's approval of the plans and specifications, we will provide final construction drawings in digital format and one set of mylars. All drawings will be prepared on 24"x 36" mylar sheets, signed and sealed by an AGA California licensed Civil and Traffic Engineer. We will submit an electronic PDF copy and two hard copies to the City Traffic Engineering / Public Works Department. Copies of design calculations and pertinent correspondence, including responses from utilities, will be provided as needed.

Configure New Video/Radar Detection: For new video detection installation, we propose to assist with the configuration for the radar detection zones to add red protect zones at two intersections in the city. The red protect detection feature can increase the all-red of an approach to better clear an intersection to avoid a potential collision with a vehicle running the red light indication. This feature works by utilizing a specific radar zone during the approach all-red indication. The figure below shows the red protect zone (detector number 50) being activated (see Photo A) and the controller program then increases the all-red time from 2.0 seconds to



3.6 seconds, an increase of 1.6 seconds (see Photo B) to avoid a potential collision. The increased all-red time was verified utilizing the central system's split monitor reporting.



Sample Red Protect Feature

Construction Support

Services described below will be completed to ensure successful and timely completion of the project. It is understood that the City will provide their own construction inspection services. AGA will assist City staff with technical aspects, such as fiber optic communication, Ethernet systems and detection systems, including CCTV camera systems.

- Attend preconstruction conference and provide clarification of contract documents, as necessary, during the construction phase.
- Support the construction management team in drafting responses to contractor inquiries and RFIs as requested.
- Visit the job site as necessary to resolve issues or answer RFIs.
- Provide engineering assistance related to Change Order work initiated by the City on a time-and-material basis. Change Orders must be approved in writing by City before any change order work can begin.
- Subsequent to completion of construction, draft all corrections to project drawings and revise compatible AutoCAD files using Contractor's or the City's redlines. The project drawings and electronic files will then become Project Record Drawings and will be labeled as such. AGA will transmit original Mylar Record Drawings and electronic files to the City.

Task 4: Signal Timing Optimization and Implementation

Signal Timing Software

As discussed earlier various signal timing analysis and simulation software programs and/or combinations of programs will be used for this project. The most appropriate method depends upon various factors, including whether minimization of system delay or optimization of arterial progression is most important to the City. Microsimulation analysis programs allow for evaluation of queue spill-over impacts, evaluation of unusually high turning movement volumes, use of lead-lag left turn phasing, etc. We will leverage the available existing Synchro network of the project area to provide more value to the City.

The Tru-Traffic program will be used to develop the overall time-space diagrams (large scale). SimTraffic, a powerful traffic simulation software, will be used at specific locations such as closely spaced intersections with blocking problems/lane change problems, or congested intersections with large turning movement volumes.

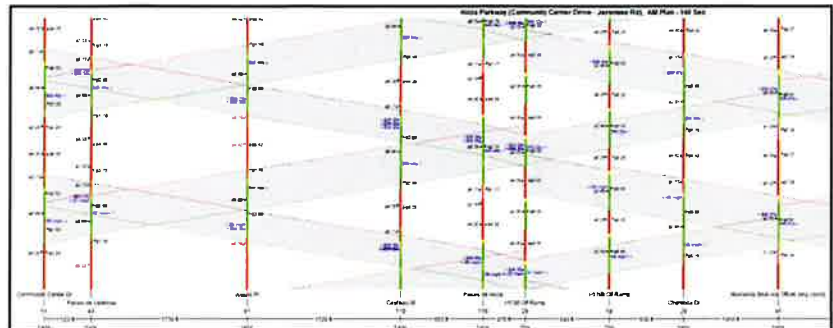
Cycle Length and Timing Analysis

Before developing any timing plans for project intersections, AGA will analyze the complete network to determine system cycle length requirements and subsystem requirements. Every attempt will be made to minimize the number of subsystems required to maximize the benefits of coordination (reduced delay, stops, fuel usage, mobile source emissions, etc.). We will identify critical



intersections area wide and perform detailed capacity/delay analyses using sophisticated delay optimization routines to help establish system/subsystem cycle lengths.

When system cycle lengths are arbitrarily selected rather than minimized and optimized, complaints often arise from local side street traffic because of their increased waiting time. AGA is familiar with many of the crossing coordinated arterials along the project corridor. Not only will AGA be assessing the cycle lengths but will also analyze how each corridor ties into the City's corridor synchronization system without disrupting the coordination along the crossing corridor. All corridor offset signals will be included in the new cycle groupings. A concept of operations will be developed (based on evaluation of traffic volumes, traffic conditions, and recommended coordination strategies) and provided to the cities.



Tru-Traffic Program – Alicia Parkway

Timing Plan Deliverables

The RFP requires that coordinated timing plans be developed for the AM, midday and PM weekday traffic conditions, typical weekend conditions. The weekend timing plans are especially important in shopping areas and near high-use recreational areas. All of these various timing plans will be stored in a database format. Time-of-day schedules (the appropriate start time for each plan) will be developed based on field observations, 24-hour traffic counts, and input from each City. Particular attention will be given to existing timing plans on coordinated crossing arterials. We know from our previous projects how even minor modifications to timing plans at intersections that are part of coordinated systems can significantly impact traffic operations throughout the system.

Historically, while one timing plan was typically used for each time period, say one AM plan for 6:30am to 9:00am on a weekday, it should be recognized that traffic may not be constant throughout this period, but may peak for an hour; thus, the arterial speeds also concurrently vary with the traffic volumes. Because coordination offset is a function of arterial travel speeds, one timing plan with a set speed will not be adequate. The changing speeds within a time period warrant different offsets so that a platoon of vehicles can progress without interruption.

After initial development of all signal timing plans, they will be submitted to the City for review. Plans will be revised as required, and any necessary new controller timing sheets developed. Such revisions are typically minimized because we will already have reviewed and manually optimized all timing plans. Time-space diagrams will be prepared for all timing plans, to aid in the review process and to graphically document the finalized timing parameters.

Flush Plans: Additional traffic signal plans will be developed for use during instances when traffic demand is extraordinary due to emergency situations, police activity, or freeway diversion during accidents or lane closures. The flush plans will be designed to provide a high bandwidth capacity for specific movements for the southbound through traffic to accommodate a large surge of traffic on Paseo De Valencia from El Toro Road to Alicia Parkway. Specific signal timing plans will be developed and will be based on a pre-defined pattern for flushing the traffic away from the incident.

Special School Event Signal Timing Plans: AGA will develop special coordination timing plans for areas within the immediate vicinity of Laguna Hills High School area. The beginning weeks of the schools along with graduation night and other school events endure heavy traffic demand around the schools and often have impacts along Paseo De Valencia. The affected traffic signals from Laguna Hills Drive to Alicia Parkway (including Alicia Parkway/Community Center) will need to operate a specific set of split timing to allow for efficient ingress/egress of school traffic during the peak event time period. These special signal timings - specific splits for certain movements need to be implemented prior to the start of the event to minimize queues. Otherwise, as traffic builds up, long queues quickly develop making it difficult to alleviate the congestion. Over the years, AGA has developed several special signal timing plans for managing event traffic.

Signal Timing Implementation

Implementation of Timing Plans



After construction of all new/modified signal system and communication hardware and software is completed – including all required system integration tasks – the new coordination timing plans will be installed in the City controllers, directly from the City's Centrac system. Proposed new timings at complicated intersections or specialized signal timings will be bench tested in AGA's traffic signal operation lab (see figure) using actual controllers prior to field implementation.

The new timing will be observed in the field and will be fine-tuned for a minimum of two weeks. Working in conjunction with City staff, adjustments to the timing will be made as necessary and revised timing plan data files will be prepared. Time-space diagrams will be prepared for all timing plans to aid in the review process and to graphically document the finalized timing parameters, including the utilization of the Tru-Traffic Program utilizing a GPS receiver (see figure). After final timing plans are approved by the City, final Time-Space Diagrams, Synchro data files will be provided for each time-of-day timing plan.



AGA's Traffic Signal Operations Lab



Tru-Traffic program using a GPS receiver

Task 5: Final PI Report

AGA will prepare a Final Timings and Evaluation Technical Report with an Executive Summary as specified in the RFP. The Final Report will provide complete documentation of the project, including project objectives, scope and location, findings and recommendations, implementation schedule, improvements accomplished – including traffic signal equipment improvements and signal coordination timing improvements ("Before" and "After" analyses), and procedures for continuing maintenance, surveillance, and evaluation of the coordinated signal system. Also, future improvements to the traffic signal infrastructure, intersection capacity and alleviation of physical bottlenecks and traffic management strategies will be discussed. AGA will submit one electronic copy and one hard copy to City staff.

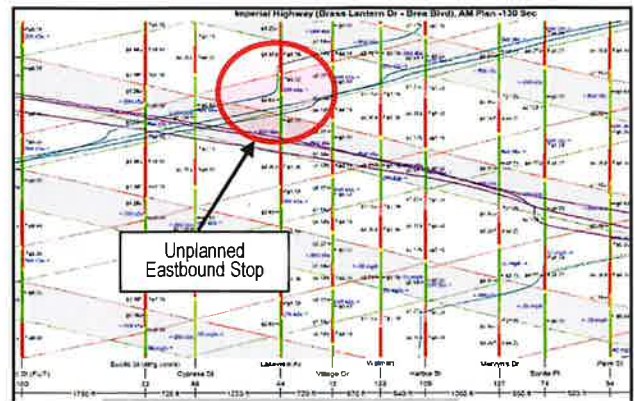
Task 6: Support to the City's Project Management Team – O&M Phase

As previously stated under Task 1, we will continue to follow the Project Management Plan which includes conducting regularly scheduled meetings, presenting frequent project updates and progress reports, and providing help with document control and invoicing.

Task 7: Continuing Support

In compliance with the RFP, AGA will provide ongoing operational maintenance and monitoring (O&M) for a period of 24 months after construction of system improvements and development/implementation of the coordination signal timing plans.

Based on our extensive expertise and experience in developing, implementing and fine-tuning coordination plans, we know that operational improvements along the corridor could result in shifting of traffic from alternate routes. To address this potential, we propose to re-evaluate the route approximately 90 days after initial coordination signal timing implementation to further fine-tune the coordination timing plans to address any increase in traffic volumes that may have occurred along the project route.



Sample Monitoring Travel Time Run

Test Runs: AGA staff will routinely drive the corridor throughout each day (even weekends) to assess the traffic conditions and timing plans. Observations will be made continually to ensure optimum system performance. Adjustments will be conducted immediately to correct any problems identified. Because we are familiar with



traffic conditions throughout the area, we know whether timing problems result from hardware failures, temporary construction impacts, or development/land-use changes and we can respond accordingly. AGA will provide City staff with 24 hours prior notice when conducting the evaluation runs. AGA will also evaluate the corridors using the ClearGuide system and check if any significant changes to the travel times and/or speeds are found along the corridors.

Reports of problems, corrections and general observations will be submitted regularly to the respective agency. We use specific mobile applications (iOS and Android) to log the runs and to supplement runs using the Tru-Traffic program. The logs can quickly be imported into Tru-Traffic to view the runs. The adjacent figure shows an example of multiple runs along Imperial Highway using the mobile applications that were imported into the Tru-Traffic software.

Signal Timing Complaints:

We have helped many cities address complaints from residents, commuters, parents of students, police personnel, City officials and City Council members. Because of this extensive operational experience, we are well-versed with assisting cities in responding to complaints relative to signal timing and phasing, especially when new plans are implemented. A key to responding to such complaints is to approach each situation with an open mind. The average driver is not a traffic engineer and doesn't view signal operations in the same manner as a traffic engineer. It must be remembered that we work for the city, which means we work for many thousands of residents.

Task 8: Final O&M Report

Monthly reports will be provided to City staff to show the work conducted under the O&M Phase. All new concerns and recommendations will be stated and also what work is to be conducted for the following month. After the 24-month O&M Phase, AGA will provide an O&M Phase report. The report will provide a second "After" study report and provide assessment of the data collected in comparison with the initial "After" study report. The report will include all modifications during the 24-month period and also provide recommendations for the corridor. Both electronic and hard copies will be provided to City staff.

Quality Assurance/Quality Control Program

Delivering a quality product that is right the first time is the primary focus of AGA Engineers' comprehensive Quality Assurance/Quality Control (QA/QC) process. It is an integral part of our regular engineering design and study processes and the delivery of every investigation, study, report, or document we produce. This added layer of independent work product review helps guarantee that we deliver quality results to our clients.

Our QA/QC program requires that all deliverables leaving our office be reviewed prior to submittal to the client. All personnel performing work on this project are responsible for ensuring its implementation. Our technical staff is trained to always review work products prior to finalization. Our experienced QA/QC Manager will conduct an objective review of the work product. When several disciplines are involved in a project, the QC Manager may also seek review assistance when needed from other individuals specializing in those disciplines to verify that all project concepts are being met and all constructability issues are addressed prior to delivery of the project.

Client satisfaction is a key project goal. We emphasize client satisfaction throughout all phases of work. We monitor client feedback and satisfaction as a corporate objective. Document control, records control, and corrective/preventative actions are the minimum procedures we provide for every project.



Quality Assurance: Quality assurance defines the process utilized for each project to guarantee that the design deliverables are accomplished in accordance with the project objectives. Quality assurance consists of several systems including initial implementation of a Quality Control Program, conducting quality audits to verify conformance with policies and procedures, and quality assurance reports. The staff assigned to the project will identify problems, recommend solutions, and verify implementation of corrective action.

The Project Manager will ensure that quality is achieved and fully supports the verification efforts by independent personnel. The Project Manager will interface with the project staff members for resolution of matters related to quality.



Quality Control: The QA/QC Manager is an individual who is removed from day-to-day project operations but is responsible for reviewing all documents prior to each submittal to the client. He will review project design parameters including assumptions, technical methods, and project design guidelines to verify that design standards are being met. These reviews include conformance with appropriate procedures and standards for all work. This process requires that the submittal is complete, and all concerns and issues



raised by the client during the project development phase and progress meetings are addressed. All plan revision comments received from the City and other reviewing agencies will be scanned and returned to each respective agency with a response to each individual comment in order to reduce agency staff time in reviewing progress submittals.

It is imperative that all projects are reviewed to universal standards to avoid costly project deliverables' errors and omissions. The QC checklist must be customized to address project type (signal design, signing/stripping, interconnect, signal timing, speed surveys, project reports, etc.) and the specific requirements and challenges for each project.



Biddability and Constructability Review: As a priority, another level of quality control that we employ is to conduct a Biddability and Constructability review of construction documents at various completion levels. This is carried out by our construction management services team.

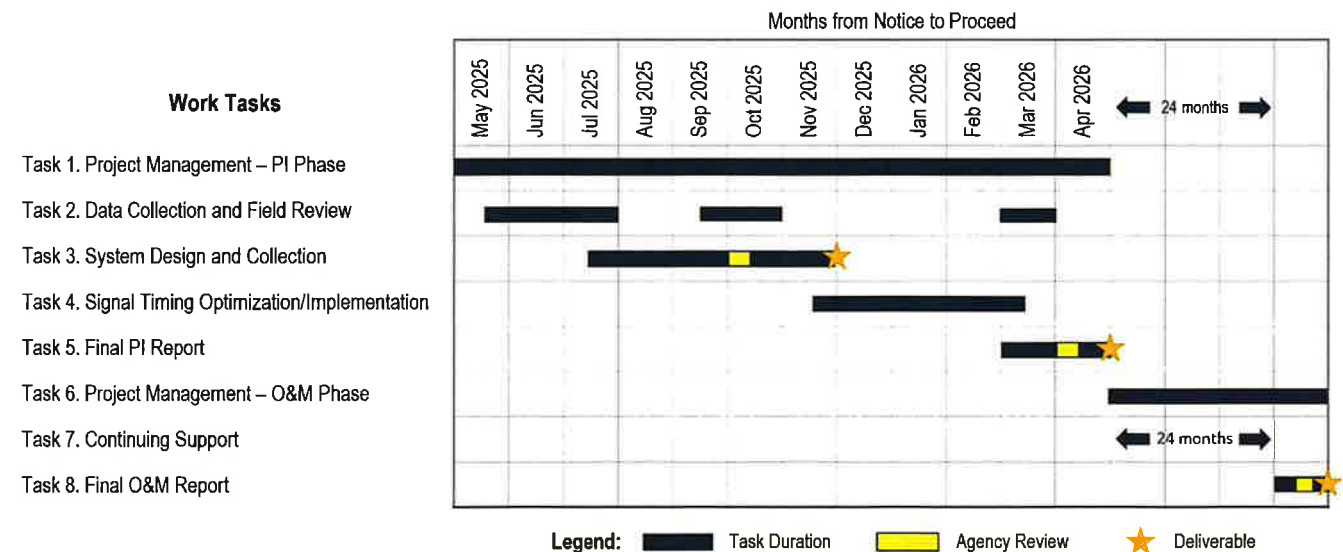
Biddability is a measure of a bidder's ability to understand the contract documents and prepare a competitive, responsive bid proposal. Wherever ambiguous contract provisions may place a hint of doubt in the bidder's mind, a contingency amount may optionally be added to the bid to cover for the ambiguous information. As an element of our QA/QC, we draw from our extensive experience in construction management and inspection to identify any potentially problematic areas and take corrective action to eliminate them. Our Biddability review will also examine the "front-end" conditions or general provisions of the specifications for modifications and updating to reflect the specifics of the project.

Constructability is a measure of the successful bidder's ability to build the project according to the designer's intent. Constructability covers a broad range of concepts such as project duration, sequencing, working around existing facilities, adequacy of staging areas, drawing details, drawing conflicts, and potential errors and omissions in the contract documents. Issues in any of these or numerous other areas can lead to delays, change orders, and claims. Our review will be made with these concepts in mind to make modifications we believe are appropriate to eliminate potential problems with the contract documents.



Schedule Control: Strong results-oriented leadership is a key element of AGA's management approach to fully leverage the expertise and experience of our team members. Our Project Manager will be responsible for the overall and the daily management of our Project Team. He will be responsible for adherence to each project's schedule and do everything necessary to ensure that each project is completed on time, within budget, and in a manner that fulfills all the goals and objectives of the project.

Preliminary Project Schedule



Coordination with City staff is key during every step of each project to make sure that projects are completed on time and within budget. Brief progress meetings will be held regularly either in person, over the phone, or via virtual meetings online to keep all parties apprised of project status. Any issues will be discussed at these meetings to quickly resolve them and avoid any delays. Additionally, we will fully leverage our team's experience with managing projects including budget control and invoicing, tracking the schedule, regular updates and progress reports, agency comment dispositions, and document control and filing.

In rare cases when a project goes off schedule due to delays, it is our policy to rectify the situation immediately. Our approach to this scenario is to assign additional resources to the task(s), work extra time, and provide any required submittals to the agency as soon as possible. Since the majority of task orders prepared through on-call contracts are completed on a lump-sum



basis, the additional resources expended does not cause any change in the overall budget to the City. In fact, AGA rarely requests changes in contract budgets and only does so if there is a significant change in the scope of work.



Costs Control: Like all successful enterprises, we have an internal checks and balances system to prevent fraud, minimize risk mitigation, make operations more efficient, be cognizant of compliance with city, county, state and federal standards and, above all, providing accurate and timely submittals when reporting to the various agencies. It goes without saying that there are always unexpected delays, additional costs, or unforeseen circumstances – especially in the industry we specialize in – so without project controls to anticipate and resolve these issues, costs and delays can quickly become huge and affect our clients' budgets quite dramatically.

The tool of communication AGA uses most frequently is a status report which includes all the metrics regarding project costs. An example of a project cost includes the actual budget used for committed expenditures such as contracts signed with subcontractors for the work yet to be completed. These reports are shared weekly with respective team members, the project manager, office manager, and owner. These weekly updates are reviewed by the project manager to track project costs and verify if there are red flags or issues with the project. This weekly update allows us to monitor/control projects and stay within budget. Additionally, AGA staff meets weekly to go over the progress of various projects. Senior staff members review the project progress against the Project Schedule and identify if the project is facing any challenges that need to be resolved or if resource reallocation is needed to stay on schedule. Relative to review times by an agency, the Project Manager or Task Leader will follow-up with the respective agency to ensure timely review.

G. Communication Plan

As previously stated under Task 1, we will follow the Project Management Plan, including conducting regularly scheduled meetings (generally monthly) where we will present project updates and progress reports. We will prepare both the Agenda and Meeting Minutes for distribution to all attendees. These meetings can be held both via Zoom and in person. We will also frequently communicate via email and telephone on an as needed basis.

H. Compensation/Payment Schedule

As instructed in the RFP, our Fee Proposal is being submitted in a separate, sealed envelope.

I. Non-Collusion Affidavit

Attachment 1 – Non-Collusion Affidavit is included in the Appendix.

J. Compliance with Insurance Requirements

Attachment 2 – Consultant's Acknowledgement of Compliance with Insurance Requirements for Agreement for Professional Services is included in the Appendix.

K. Certification of Proposal

Attachment 3 – Certification of Proposal to the City of Laguna Hills is included in the Appendix.

Paseo de Valencia-Moulton Pkwy RTSSP

Resumes of Key Personnel

APPENDIX A



Chalap K. Sadam, PE, TE

A. Position

Mr. Sadam is President of the company and has held this position since he founded it in 2020; Vice President of Albert Grover & Associates, our predecessor company from 2002; Senior Transportation Engineer & Project Manager 1995; Transportation Engineer 1993.

B. Education

1. University of Southern California, Master of Business Administration, 2002
2. Virginia Polytechnic Institute & State University, Master of Science, Civil Engineering (Transportation), 1990
3. Jawaharlal Nehru Technological University, Bachelor of Engineering, Civil Engineering, 1988

C. Summary of Experience

For over 35 years, Mr. Sadam has conducted traffic signal synchronization projects, traffic studies and analyses for countless cities and counties in Southern California. He provides leadership for multijurisdictional projects, local traffic studies, and everything in-between.

1. Project P Regional Traffic Signal Synchronization Program (RTSSP)

OCTA developed a signal coordination plan to optimize traffic flow and travel conditions in Orange County, including the timing plan development, implementation, fine tuning, and monitoring for all signalized intersections along each arterial project corridor. As Project Manager, Mr. Sadam supervised synchronization of traffic signals, coordination between agencies, field reviews, developing engineering design plans, construction engineering support, signal timing development and implementation and monitoring traffic flow for the following corridors:

- | | |
|---------------------------------------|---|
| i. Marguerite Pkwy | xviii. Alton Pkwy |
| ii. Portola Pkwy/Santa Margarita Pkwy | xix. La Paz Rd |
| iii. MacArthur Blvd/Talbert Ave | xx. Baker St/Placentia Ave |
| iv. Lake Forest Dr | xxi. La Habra Blvd/Central Ave |
| v. Harbor Blvd | xxii. Bolsa Ave/First St |
| vi. Lambert Rd | xxiii. Tustin Ave/Rose Dr |
| vii. Orangethorpe Ave/Esperanza Rd | xxiv. Lambert Rd |
| viii. Bear St | xxv. Placentia Ave |
| ix. Gilbert St/Idaho St | xxvi. Brea Blvd |
| x. Malvern Ave/Chapman Ave | xxvii. Commonwealth Ave |
| xi. Birch St | xxviii. Lemon St/Anaheim Blvd |
| xii. Imperial Highway | xxix. Euclid St |
| xiii. Alicia Pkwy | xxx. Bastanchury Rd |
| xiv. Irvine Center Dr/Edinger Ave | xxxi. Orangethorpe Ave TLSP |
| xv. Sunflower St | xxxii. Chapman Ave TLSP |
| xvi. Adams Ave | xxxiii. Euclid St Demonstration Project |
| xvii. Antonio Pkwy | |

2. I-405 Freeway Widening Project Review, Cities of Costa Mesa and Fountain Valley

Provided construction engineering support for the I-405 Improvement Project. Tasks included field reviews,

reviewing project improvement plans, traffic management plans and reports, and evaluating detour plans, street lighting plans, and construction plans.

3. Gold Line Metro Extension, City of San Dimas

This project involved reviewing traffic reports, improvements plans, and proposed detour plans, developing temporary signal timing plans, updating local signal timings (per agency request) and providing recommendations to the City.

4. Citywide Traffic Analysis, City of Torrance

Conducted an evaluation of 184 intersections which included reviewing the traffic signal infrastructure, level-of-service analyses for existing, near term and long-term conditions, comparison of historical traffic volumes, preparing traffic index calculations for all truck routes, and traffic safety analyses of the City's high collision intersections. Detailed cost estimates were also conducted for traffic signal communications, intersection capacity improvements, and traffic safety improvements.

5. Systemic Safety Analysis Report Program and Highway Safety Improvement Program, cities of Fountain Valley, Redlands, Placentia

The goal of this Caltrans funded program is to identify high collision spots within a city and determine appropriate countermeasures. Tasks included collision analyses, identifying roadway safety issues, and developing systemic, low-cost safety improvement programs. Tasks included field investigations, evaluation of the roadway segments, supported the identification of countermeasures, and helped develop the prioritization of recommended improvements.

6. San Bernardino Valley Coordinated Traffic Signal System

- a. Master Plan Development - developed valley-wide traffic signal synchronization plan.
- b. Tier 1 and Tier 2 - provided engineering design, construction support, and implemented coordination for 650 traffic signals (including 48 freeway interchange signals operated by Caltrans) and installed new central traffic signal systems in 14 cities, the County, and Caltrans.
- c. On-Call Services – provided monitoring and operational maintenance.

7. Citywide Protected/Permissive Left-Turn Phasing Study, City of Lake Forest

Analyzed existing traffic signals citywide to determine if converting to protected/permissive left-turn phasing was feasible and appropriate.

8. Citywide Traffic Analysis, City of Irvine

As part of the traffic operational analysis, 130 critical intersections were evaluated for existing and near-term conditions utilizing the Highway Capacity Manual procedures. The analyses included identification of any capacity constraints, excessive queuing and available storage, approved near term developments (project trip generation impacts), evaluation of the appropriate signal operation and coordination signal timing. Improvements were developed and ranged from low-cost solutions (adding protected/permissive-Flashing Yellow Arrow traffic signal phasing) to major improvements of widening an arterial.

9. I-405 Improvement Project – Traffic Component

The goals of these projects included identifying required freeway and interchange improvements, lane configurations, and arterial intersection improvements to accommodate future 2040 traffic. Tasks included evaluation of the I-405 freeway between SR-73 and I-605 freeway, 12 interchanges and arterials in the immediate vicinity of the freeway, identifying required freeway and interchange improvements including lane configurations and arterial intersection improvements to accommodate future 2040 traffic. The 3 projects were:

- a. I-405 Major Investment Study
- b. I-405 Project Study Report/Project Development Support
- c. I-405 Project Approval/Environmental Document

10. Citywide Traffic Signal Coordination Timing for Various Cities

Develop and implement coordination signal timing throughout the cities of Buena Park, Fountain Valley, Fullerton, Highland, La Habra, Montclair, Santa Ana, San Bernardino, San Marcos

11. Orange County Growth Management Area # 6 Traffic Signal Coordination

The objective of the project was to develop and implement coordination signal timing of 222 traffic signals on 25 arterial segments the cities of Garden Grove, Huntington Beach, Fountain Valley, Westminster, and Seal Beach. The goals were to optimize the progression of through traffic on the major arterials, cross-coordinate project arterials and progress major turning movements, while acceptably serving all traffic and pedestrian movements at signalized intersections.

12. San Bernardino Valley Coordinated Traffic Signal System

Brief Description of Projects:

- a. Master Plan Development - developed valley-wide traffic signal synchronization plan.
- b. Tier 1 and Tier 2 - provided engineering design, construction support, and implemented coordination for 650 traffic signals (including 48 freeway interchange signals operated by Caltrans) and installed new central traffic signal systems in 14 cities, the County, and Caltrans.
- c. On-Call Services – provided monitoring and operational maintenance.

13. AQMD Sponsored Multijurisdictional Traffic Signal Coordination

Develop and implement coordination signal timing at 117 traffic signals in the cities of Ontario, Chino, Montclair, Upland and Rancho Cucamonga

D. Professional Memberships/Registrations/Licensure/Certifications

CA Registered Civil Engineer - CE #74080

CA Registered Traffic Engineer - TE #1813

Institute of Transportation Engineers - Member #18563

Orange County Traffic Engineers Council

American Society of Civil Engineers



Greg Wong, PE

A. Position

Mr. Wong is Vice President of the company and has held this position since its inception in 2020.

B. Education

University of California, Irvine - Bachelor of Science, Civil Engineering, 1996

C. Summary of Experience

Mr. Wong has nearly 30 years of experience with projects that involve state, local, and private agencies. He has developed hundreds of signal timing plans throughout Orange, Los Angeles, Riverside and San Bernardino Counties and has extensive experience with various traffic control systems and both arterial and grid type traffic signal coordination timing. He was instrumental in working on OCTA's Orange County Traffic Signal Coordination Program to improve Orange County arterial signal progression, evaluating signal timing and coordination for over 60 arterials involving coordination of 34 cities, the County, and Caltrans District 12. He also has worked extensively on Los Angeles County Traffic Signal Synchronization Projects (TSSP) that includes over traffic signal design improvements for over 160 traffic signals.

1. Project P Regional Traffic Signal Synchronization Program (RTSSP)

OCTA developed a signal coordination plan to optimize traffic flow and travel conditions in Orange County, including the timing plan development, implementation, fine tuning, and monitoring for all signalized intersections along each arterial project corridor. As Project Manager, Mr. Wong supervised synchronization of traffic signals, coordination between agencies, field reviews, developing engineering design plans, construction engineering support, signal timing development and implementation and monitoring traffic flow for the following corridors:

- | | |
|---------------------------------------|---|
| i. Marguerite Pkwy | xviii. Alton Pkwy |
| ii. Portola Pkwy/Santa Margarita Pkwy | xix. La Paz Rd |
| iii. MacArthur Blvd/Talbert Ave | xx. Baker St/Placentia Ave |
| iv. Lake Forest Dr | xxi. La Habra Blvd/Central Ave |
| v. Harbor Blvd | xxii. Bolsa Ave/First St |
| vi. Lambert Rd | xxiii. Tustin Ave/Rose Dr |
| vii. Orangethorpe Ave/Esperanza Rd | xxiv. Lambert Rd |
| viii. Bear St | xxv. Placentia Ave |
| ix. Gilbert St/Idaho St | xxvi. Brea Blvd |
| x. Malvern Ave/Chapman Ave | xxvii. Commonwealth Ave |
| xi. Birch St | xxviii. Lemon St/Anaheim Blvd |
| xii. Imperial Highway | xxix. Euclid St |
| xiii. Alicia Pkwy | xxx. Bastanchury Rd |
| xiv. Irvine Center Dr/Edinger Ave | xxxi. Orangethorpe Ave TLSP |
| xv. Sunflower St | xxxii. Chapman Ave TLSP |
| xvi. Adams Ave | xxxiii. Euclid St Demonstration Project |
| xvii. Antonio Pkwy | |

2. Traffic Signal Synchronization Projects (TSSP), Los Angeles County

The goal of TSSP projects is to improve traffic conditions and traffic flow through timing plan development, implementation, and fine tuning. Mr. Wong served as both Project Manager and Project Task Leader. Tasks include analyzing traffic patterns and reviewing existing conditions, preparing designs for upgrading traffic signals, developing recommendations, and providing multijurisdictional signal timing and coordination. The projects also include upgrading traffic signals to the latest CA MUTCD guidelines, Caltrans standards and ADA requirements for the following corridors:

- | | |
|-------------------------------------|---|
| i. Manhattan Beach Blvd | vi. Studebaker Rd |
| ii. Redondo Beach Blvd | vii. Vincent Ave/Glendora Ave/Hacienda Blvd |
| iii. Valley Blvd -Holt Ave | viii. Wilmington Ave |
| iv. Slauson Ave & Stocker St | ix. Artesia Blvd |
| v. San Gabriel Blvd /Paramount Blvd | |

3. On-Call Traffic Engineering Support and Traffic Signal Monitoring, City of La Habra

Mr. Wong serves as the Contract Traffic Engineer. Tasks he conducts include reviewing proposed development site and circulation plans, traffic signal plans, and traffic impact studies. He responds to resident concerns regarding parking, red curb/sight distance requests, school traffic, and traffic signal timing. He attends monthly Traffic Committee Meetings and Design Review Committee (DRC) meetings and monitors day-to-day traffic signal operations via the City's Intelight Kinetic central signal system and utilizes the Automated Traffic Signal Performance Measure (ATSPM) application.

4. On-Call Traffic Engineering Support and Traffic Signal Monitoring, City of Fountain Valley

Mr. Wong serves as the Project Manager. He monitors day-to-day traffic signal operations via the City's QuicNet central system. He responds to resident, City staff, and school staff concerns regarding traffic signal timing. He assists City staff in the review of RTSSP corridor projects in the City that include all signal timing related tasks.

5. On-Call Traffic Engineering Services and Traffic Signal Monitoring, Montclair

As Task Leader for Transportation Planning and Traffic Studies, Mr. Wong both reviews and prepares traffic plans, queuing studies, and traffic signal warrant studies for proposed development projects. Other tasks include preparing controller timing charts, assisting with grant applications, preparing and reviewing traffic control plans, and helping city staff with resident comments/complaints.

6. Central Avenue Rehabilitation Project and Holt Boulevard Signal Timing Project, City of Montclair

Tasks for these two projects included upgrading communication to fiber optic, installing Flashing Yellow Arrow (FYA) left-turn signal phasing, developing/implementing traffic signal coordination timing plans, analyzing center median lengths for left-turn storage along the corridor, and developing/implementing both local and coordination signal timing plans. Mr. Wong served as Project Lead for traffic signal operation and coordination timing tasks.

7. Metro Gold Line Foothill Construction Authority, San Dimas

Mr. Wong worked with the Gold Line Foothill Construction team on temporary signal timing plans for the Metro Gold Line construction detour plans. The tasks involved review of various proposed detour plans, updating local signal timings (per agency request) and the development of the temporary signal timing plans.

8. I-405 Freeway Improvement Projects, Costa Mesa and Fountain Valley

The goals of these projects included identifying required freeway and interchange improvements, lane configurations, and arterial intersection improvements to accommodate future 2040 traffic. Tasks included evaluation of the I-405 freeway between SR-73 and I-605 freeway, 12 interchanges and arterials in the immediate vicinity of the freeway, identifying required freeway and interchange improvements including lane configurations and arterial intersection improvements to accommodate future 2040 traffic. The 3 projects were:

1. I-405 Major Investment Study
2. I-405 Project Study Report/Project Development Support
3. I-405 Project Approval/Environmental Document.

Mr. Wong developed intersection evaluations and analyses to explore alternative improvement scenarios in order to increase capacity, reduce congestion, enhance interchange operations, maximize throughput and enhance safety throughout this corridor. These reports were considered a “template for future traffic studies statewide” (DOT, CA).

9. Citywide Traffic Analysis, City of Torrance

The goal of this project was to completely update the Citywide Traffic Analysis and Citywide Speed Zone Survey. The update included reviewing the traffic signal infrastructure, documenting both existing and anticipated future traffic conditions, and conducting a citywide safety review. The study provided a list of recommendations aimed at improving the traffic signal efficiency and resiliency, enhancing roadway safety, and mitigating existing and projected traffic congestion in the City. As the Project Task Lead, Mr. Wong evaluated 184 intersections that included a review of the traffic signal infrastructure, level-of-service analyses for existing, near-term and long-term conditions, comparison of historical traffic volumes, traffic index calculations for all truck routes, and traffic safety analysis of the City’s high collision intersections.

10. Citywide Traffic Operation and Traffic Management Study, Irvine

As part of the traffic operational analysis, Mr. Wong evaluated 130 critical intersections in the City of Irvine for existing and near-term conditions utilizing the Highway Capacity Manual procedures. The analyses included identification of any capacity constraints, excessive queuing and available storage, approved near term developments (project trip generation impacts), evaluation of the appropriate signal operation and coordination signal timing. Improvements were developed and ranged from low cost solutions (adding protected/permissive-Flashing Yellow Arrow traffic signal phasing) to major improvements of widening an arterial.

11. Jackson Street, Monroe Street and Highway 111 Signal Timing Project, City of Indio

Tasks included development of local signal timing and coordination signal timing plans for 31 intersections along Jackson Street, Monroe Street and Highway 111. The signal timings were implemented and fine-tuned. Mr. Wong was the project lead for signal coordination timing.

12. San Bernardino Valley Coordinated Traffic Signal System

Brief Description of Projects:

- a. Master Plan Development - developed valley-wide traffic signal synchronization plan.
- b. Tier 1 and Tier 2 - provided engineering design, construction support, and implemented coordination for 650 traffic signals (including 48 freeway interchange signals operated by Caltrans) and installed new central traffic signal systems in 14 cities, the County, and Caltrans.
- c. On-Call Services – provided monitoring and operational maintenance.

13. Citywide Traffic Signal Coordination Timing for Various Cities

Develop and implement coordination signal timing throughout each city. Mr. Wong was the project lead for signal coordination timing. The cities are:

- Buena Park
- Fountain Valley
- La Habra
- Montclair
- San Bernardino
- Chino
- Highland
- Lake Forest
- Santa Ana
- San Marcos

D. Professional Registrations/Memberships/Licensure/Certifications

CA Registered Civil Engineer - CE #64349

Institute of Transportation Engineers - Member #26707

Orange County Traffic Engineers Council



Ruben Perales, PE, TE

A. Position

Mr. Perales is currently a Vice President of the company. His previous position was Senior Design Engineer.

B. Education

California State Polytechnic University, Pomona – Bachelor of Science, Civil Engineering, 2005

C. Summary of Experience

Mr. Perales performs a wide variety of traffic engineering tasks, as well as providing leadership on many projects. He has worked on numerous traffic signal design projects and traffic studies and understands how to address neighborhood concerns. He has been actively involved in providing traffic engineering services for various On-Call projects for agencies such as La Habra, Montclair, and San Dimas.

1. Traffic Signal Synchronization Projects (RTSSP)

OCTA developed a signal coordination plan to optimize traffic flow and travel conditions in Orange County, including the timing plan development, implementation, fine tuning, and monitoring for all signalized intersections along each arterial project corridor. As Project Manager, Mr. Perales supervised synchronization of traffic signals, coordination between agencies, field reviews, developing engineering design plans, construction engineering support, signal timing development and implementation and monitoring traffic flow for the following corridors:

- | | |
|--------------------------------------|--------------------------------------|
| i. Portola Pkwy-Santa Margarita Pkwy | viii. Bolsa Ave/First St |
| ii. MacArthur Blvd-Talbert Ave | ix. Tustin Ave/Rose Dr |
| iii. Lake Forest Dr | x. Sunflower Ave |
| iv. Alicia Pkwy | xi. Bear St |
| v. La Paz Rd | xii. Baker Ave/Placentia Ave |
| vi. Antonio Pkwy | xiii. Alton Pkwy |
| vii. Adams Ave | xiv. Irvine Center Drive-Edinger Ave |

2. Traffic Signal Synchronization Projects (TSSP), Los Angeles County

The goal of these projects is to improve safety and traffic flow by developing and implementing signal synchronization timing and designing improvements to the traffic signal infrastructure. The projects include upgrading traffic signals to the latest CA MUTCD guidelines, Caltrans standards, and ADA requirements at many of the study intersections. For this multijurisdictional project, Mr. Perales served as a Project Task Leader. Tasks he performed include reviewing existing conditions, developing recommendations, creating designs for upgrading traffic signals, and providing multijurisdictional signal timing and coordination. The corridor projects also included upgrading traffic signals to the latest CA MUTCD guidelines, Caltrans standards and ADA requirements. He participated in the following projects:

- Manhattan Beach Blvd
- Redondo Beach Blvd
- Valley Blvd/Holt Ave

3. Traffic Light Synchronization Programs, OCTA

As a precursor to the RTSSP and TSSP projects, TLSP projects had the same goal of optimizing traffic flow on

city streets. Mr. Perales developed plans for intersection equipment upgrades to enhance communication. Provided signal timing and coordination for projects involving cooperation with multiple municipalities, the County of Orange, and Caltrans District 12. Provided fiber optic plans, specifications and estimates for Caltrans controller upgrades and a fiber integration to the Caltrans TMC. He applied for Caltrans Encroachment Permits and procured the required equipment (controllers, GPS units, traffic signal cabinets, service cabinets, etc.) from both vendors and from Caltrans. Mr. Perales worked on the following projects:

- Assisted with the implementation and monitoring of signals along Harbor Boulevard, Chapman Avenue, and State College Boulevard.
 - Developed traffic signal interconnect plans for the City of Costa Mesa on the Harbor Boulevard corridor— a project which included fiber optic cable installation and integration of fiber related equipment.
4. Traffic Signal Communications Master Plans, Costa Mesa, Glendora, Rancho Cucamonga
These types of Master Plans serve as a framework for traffic signal coordination. They provide a roadmap for implementing and maintaining signal coordination based on technical considerations, infrastructure limitations, and funding. Tasks include preparation of comprehensive Traffic Signal Communications Master Plans detailing short term cost-effective improvements to the traffic signal communications system, as well as long term improvements to be implemented in phases throughout several years. New internet protocol (IP) network schemes are prepared to accommodate existing and future traffic signal and ITS equipment. Mr. Perales led our team in detailing the existing infrastructure as well as the future infrastructure requirements for several corridors throughout these cities in anticipation of local grant funding.
 5. HSIP Federal Funded Projects, City of Huntington Beach
The federal government provides funding to cities to update their traffic signal infrastructure with safety improvements to reduce traffic fatalities and serious injuries on public roads. As Project Manager, Mr. Perales prepared Traffic Signal Modification Plans to provide protected left turn phasing. Work included conducting field reviews of project intersections, traffic signal cabinet inventory to identify equipment required to provide upgrades, and traffic signal communication plans for communications to adjacent signals. Mr. Perales led our team on the following projects:
 - Goldenwest St/Heil Ave
 - Newland St/Ellis Ave
 - Newland St/Slater Ave
 6. Citywide Engineering and Traffic Surveys
The purpose of Engineering and Traffic Surveys is to update the speed limits on City-selected arterial, collector, and local roadways. The surveys are conducted to ensure that cities comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries. Mr. Perales' tasks included reviewing the speed survey data and accident data for analysis, driving the roadway segments to review characteristics not apparent to drivers, determining the recommended roadway segment speed, and reviewing the final report. He was the Engineer of Record for the following cities: Buena Park, Burbank, Costa Mesa, Garden Grove, Gardena, Huntington Beach, Laguna Niguel, Santa Ana, Santa Clarita, Seal Beach, Westminster, and Yorba Linda.
 7. Signal Synchronization Project, City of Buena Park
Mr. Perales provided a field inventory of existing signal and controller cabinet equipment along Valley View Street, Knott Avenue and La Palma Avenue. He coordinated with Caltrans for installation of GPS time source receiver units and developed the application for a Caltrans Encroachment Permit.

8. Traffic Signal Synchronization Project, Placentia

Mr. Perales provided traffic signal cabinet inventory to identify equipment required to provide upgrades on the Rose Drive corridor. He also led our team in preparing a Citywide Traffic Signal System Map to identify existing signal interconnect, traffic signal cabinet and controller types.

9. Citywide Improvements, Seal Beach

Mr. Perales provided plans for traffic signal modifications, intersection equipment upgrades and signal interconnect plans along Seal Beach Boulevard. He also coordinated with Caltrans to install GPS time source units at three Caltrans intersections using Caltrans Encroachment Permits.

10. Major Corridor and Freeway Interchange Conceptual Improvement Plans, Indio

Mr. Perales completed conceptual plans, traffic signal, street lighting and signal interconnect plans throughout major corridors along Interstate 10 and Highway 111, as well as for new shopping centers. He also provided plans for flashing yellow arrow conversions on major City routes.

D. Professional Registrations/Memberships/Licensure/Certifications

CA Registered Civil Engineer - CE #83169

CA Registered Traffic Engineer - TE #2838

Institute of Transportation Engineers - Member #10093321

Orange County Traffic Engineers Council

American Society of Civil Engineers



Jessica Reyes, PE

A. Position

Ms. Reyes is a Senior Transportation Engineer I. She began her career at AGA Engineers as an Associate Transportation Engineer III.

B. Education

California State University, Fullerton – Bachelor of Science, Civil Engineering, 2016

C. Summary of Experience

Ms. Reyes' duties include designing new/modified traffic signals, fiber communications, signing and striping, and traffic control. She has extensive experience working on RTSSP projects by completing fiber communication designs, ITS element designs, and PS&E. She has also assisted with implementing HSIP-funded safety improvement projects for multiple corridors.

1. Project P Marguerite Parkway Traffic Signal Synchronization Program (TSSP), Mission Viejo
The goal of this project is to improve safety and traffic flow by developing and implementing signal synchronization timing and designing improvements to the traffic signal infrastructure. Ms. Reyes is currently preparing traffic signal improvement plans as well as traffic signal modification design plans.
2. HSIP Cycle 11 Citywide Traffic Signal Upgrades, Buena Park
This is a grant related project to improve traffic signals with upgrades to vehicle heads, traffic signal controllers, countdown pedestrian head indications, and signal poles to enhance safety at the project intersections. Ms. Reyes is currently working on the traffic signal improvements and traffic signal modification plans, as well as preparing specifications and cost estimates, and preparing the Authorization-to Proceed (E-76) package.
3. Signal System Design, Signal Modifications, and Bus Stop Improvements, Ontario
The scope of this project includes improvements at several intersections surrounding a bus stop, as well as improvements to the bus stop. Ms. Reyes is currently designing the traffic signal modification plans for this multi-stage project.
4. Artesia Boulevard Safety Enhancements, Redondo Beach
The City decided to convert several intersections to Flashing Yellow Arrow (FYA) signal phasing, as well as improving sight distance for drivers by making various roadway modifications. Ms. Reyes conducted topographic surveys to verify the existing conditions of traffic signals, designed traffic signal modifications and signing and striping plans, and prepared project specifications and cost estimates. She is currently providing support during the bid and construction phases.
5. HSIP Cycle 11 Edinger Avenue and Heil Avenue Corridors, Huntington Beach
The project entails safety improvements to traffic signals such as retroreflective backplates, improvements to roadway markings, changes to and pedestrian signal timing, etc. Ms. Reyes is

currently designing signing and striping plans, as well as preparing project specifications and cost estimates.

6. **HSIP Cycle 11 Iris Avenue Corridor Safety Improvements, Moreno Valley**
The objective of this project is to design safety improvements such as retroreflective backplates, improvements to pavement markings, changes to pedestrian timing, etc. Ms. Reyes designed the traffic signal improvements and signing and striping plans.
7. **Regional Traffic Signal Synchronization Program (RTSSP) Projects, OCTA**
OCTA developed a signal coordination plan to optimize traffic flow and travel conditions in Orange County, including the timing plan development, implementation, fine tuning, and monitoring for all signalized intersections along each arterial project corridor. Tasks Ms. Reyes conducted for this project include providing the components necessary to improve and enhance signal timing, synchronization, and coordinated operations for all signalized intersections. Ms. Reyes conducted topographic surveys of the project intersections, prepared base plans, developed traffic signal modifications, prepared fiber communication design plans, and assisted with the final signal design. She has worked on the following corridors:
 - a. Marguerite Parkway
 - b. Portola Pkwy/Santa Margarita Pkwy
 - c. Lake Forest Dr
8. **Traffic Signal Synchronization Projects (TSSP), Los Angeles County**
The goal of TSSP projects is to improve traffic conditions and traffic flow through timing plan development, implementation, and fine tuning. Ms. Reyes prepared traffic signal modifications for both the Manhattan Beach Boulevard and Redondo Beach Boulevard corridors. The projects included upgrading traffic signals to the latest CA MUTCD guidelines, Caltrans standards, ADA requirements, and upgraded the vehicle detection to the new hybrid radar/video detection at many of the intersections.
9. **Traffic Signal Improvements, Montclair**
Ms. Reyes prepared signing and striping plans, traffic signal designs, and fiber optic communications plans. She also prepared specifications, cost estimates, and Caltrans encroachment permits for the following corridor projects:
 - a. Arrow Highway
 - b. Holt Boulevard
 - c. Monte Vista Avenue
10. **Fiber Optic Communications Design, City of Yorba Linda**
The goal of this project was to connect fiber optic communications from City Hall to various community buildings in the City. Ms. Reyes conducted field reviews of the project corridor, designed fiber optic communications plans, as well as prepared specifications and cost estimates.
11. **HSIP Cycle 9 Traffic Signal Modification Improvements, Fountain Valley**
Ms. Reyes conducted topographic surveys to verify the existing conditions of traffic signals, and designed traffic signal modifications. She prepared project specifications, cost estimates, and the Authorization-to-Proceed (E-76) package. She also provided support during the bid and construction phases.

12. Regional Traffic Signal Synchronization Program Project, Fullerton

The City led these projects with the goal of improving traffic flow and safety by developing signal timing plans, implementing and fine tuning them, then conducting monitoring services. Ms. Reyes prepared traffic signal designs and fiber optic communications plans, as well as specifications, cost estimates, and Caltrans encroachment permits. She provided support during the bid and construction phases for the following corridors:

- a. Harbor Boulevard
- b. Orangethorpe Avenue/Esperanza Road
- c. Malvern Avenue/Chapman Avenue
- d. Gilbert Street/Idaho Street
- e. Imperial Highway
- f. Lambert Road

D. Professional Registrations/Memberships/Licensure/Certifications

CA Registered Civil Engineer - CE #96452

Institute of Transportation Engineers - Member #1060632

Orange County Traffic Engineers Council

Paseo de Valencia-Moulton Pkwy RTSSP

Required Forms:

State of California Statement of Information – Corporation

Attachment 1 – Non-Collusion Affidavit

Attachment 2 – Consultant's Acknowledgment of Compliance with Insurance Requirements for Agreement for Professional Services

Attachment 3 – Certification of Proposal to the City of Laguna Hills





BA20241086183

B2792-0103 06/05/2024 11:11 AM Received by California Secretary of State



STATE OF CALIFORNIA
Office of the Secretary of State
STATEMENT OF INFORMATION
CORPORATION

California Secretary of State
1500 11th Street
Sacramento, California 95814
(916) 657-5448

For Office Use Only

-FILED-

File No.: BA20241086183

Date Filed: 6/5/2024

Entity Details			
Corporation Name		AGA ENGINEERS, INC.	
Entity No.		4590287	
Formed In		CALIFORNIA	
Street Address of Principal Office of Corporation			
Principal Address		211 IMPERIAL HWY, STE. 208 FULLERTON, CA 92835	
Mailing Address of Corporation			
Mailing Address		211 IMPERIAL HWY, STE. 208 FULLERTON, CA 92835	
Attention			
Street Address of California Office of Corporation			
Street Address of California Office		211 IMPERIAL HWY, STE. 208 FULLERTON, CA 92835	
Officers			
Officer Name		Officer Address	Position(s)
CHALAPATHIRAO KISHAN SADAM		211 IMPERIAL HWY, STE. 208 FULLERTON, CA 92835	Chief Executive Officer, Secretary, Chief Financial Officer
Additional Officers			
Officer Name	Officer Address	Position	Stated Position
None Entered			
Directors			
Director Name		Director Address	
Chalapathirao Kishan Sadam		211 Imperial Hwy, Ste. 208 Fullerton, CA 92835	
The number of vacancies on Board of Directors is: 0			
Agent for Service of Process			
Agent Name		CHALAPATHIRAO KISHAN SADAM	
Agent Address		211 IMPERIAL HWY., STE. 208 FULLERTON, CA 92835	
Type of Business			
Type of Business		ENGINEER CONSULTING	
Email Notifications			
Opt-in Email Notifications		No, I do NOT want to receive entity notifications via email. I prefer notifications by USPS mail.	
Labor Judgment			
No Officer or Director of this Corporation has an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code.			

Electronic Signature

☒ By signing, I affirm that the information herein is true and correct and that I am authorized by California law to sign.

Chalapathirao K. Sadam

Signature

06/05/2024

Date

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

ATTACHMENT 1

NON-COLLUSION AFFIDAVIT

The undersigned represents and certifies that:

1. This Proposal is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization or corporation.
2. This Proposal is genuine and not collusive or sham.
3. The Proposer has not directly or indirectly induced or solicited any other Proposer to put in a false or sham proposal and has not directly or indirectly colluded, conspired, connived, or agreed with any other Proposer or anyone else to put in sham proposal or to refrain from submitting to this RFP.
4. The Proposer has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the proposal price or to fix any overhead, profit or cost element of the proposal price or to secure any advantage against the City of Laguna Hills or of anyone interested in the proposed contract.
5. Proposer affirms that all statements contained in the Proposal and related documents are true and correct.
6. Proposer has not directly or indirectly submitted the proposal price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay any fee to any person, corporation, partnership, company, association, organization, RFP depository, or to any member or agent thereof to effectuate a collusive or sham proposal.
7. Proposer has not entered into any arrangement or agreement with any City of Laguna Hills public officer in connection with this proposal.
8. Proposer understands that collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards.

I declare under penalty of perjury pursuant to the laws of the State of California and the United States that the foregoing facts are true and correct. Executed this 3rd day of April, 2025, at Fullerton, California.



Signature of Authorized Representative

Chalap K. Sadam

Name of Authorized Representative

President

Title of Authorized Representative

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

ATTACHMENT 2

**CONSULTANT'S ACKNOWLEDGEMENT OF COMPLIANCE
WITH INSURANCE REQUIREMENTS FOR
AGREEMENT FOR PROFESSIONAL SERVICES**

Consultant agrees, acknowledges, understands and is fully aware of the insurance requirements as specified in **Section 5, Insurance Requirements** of the attached sample Agreement for Professional Services (Attachment 4) and hereby accepts all conditions and requirements as contained therein.

Consultant: AGA Engineers, Inc.
Name (Please Print or Type)

By:  President
Consultant's Signature & Title

Date: 4/3/2025

This executed form must be submitted with proposal.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

ATTACHMENT 3

**CERTIFICATION OF PROPOSAL
TO THE CITY OF LAGUNA HILLS**

The undersigned hereby submits its proposal and agrees to be bound by the terms and conditions of this Request for Proposal (RFP). By signing the Certification of Proposal (**Attachment 3**) and submitting a proposal to the City in response to this Request for Proposals, the Proposer hereby represents and certifies that:

- A) No elected or appointed official, officer, or employee of the City has been or shall be compensated, directly or indirectly, in connection with this proposal or for any work connected with this proposal; should any agreement be approved in connection with this Request for Proposals ("Agreement") no elected or appointed official, officer, or employee of the City, during the term of his/her service with the City, shall have any direct or indirect financial interest in the Agreement, or obtain any present, anticipated, or future financial interest or other material benefit arising therefrom;
- B) No elected or appointed official, officer, or employee of the City shall have any financial interest, direct or indirect, in the Agreement nor shall any such official, officer, or employee participate in any decision relating to the Agreement which effects his/her personal financial interest or the financial interest of any corporation, partnership, or association in which they are, directly or indirectly, interested in violation of state law;
- C) The Proposer and its principals do not have now, nor shall it acquire any financial or business interest that would conflict with the performance of services under the Agreement;
- D) Proposer does not and will not discriminate against any employee or applicant for employment because of race, religion, gender, color, national origin, sexual orientation, ancestry, marital status, physical condition, pregnancy or pregnancy related conditions, political affiliation or opinion, age or medical condition;
- E) By submitting the response to this request, Proposer agrees, if selected, to furnish services to the City in accordance with this RFP;
- F) Proposer has carefully reviewed its proposal and understands and agrees that the City is not responsible for any errors or omissions on the part of the Proposer and that the Proposer is responsible for them;
- G) It is understood and agreed that the City reserves the right to accept or reject any or all proposals and to waive any informality or irregularity in any proposal received by the City;

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

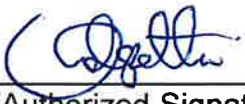
H) The proposal response includes all of the commentary, figures and data required by this Request for Proposal.

I) The proposal shall be valid for 180 days from the date of submittal to the City.

I declare under penalty of perjury pursuant to the laws of the State of California and the United States that the foregoing facts are true and correct.

Executed this 3rd day of April, 2025, at Fullerton, California.

Name of Proposer: AGA Engineers, Inc.

By: 
(Authorized Signature)

Type Name: Chalap K. Sadam

Title: President

Date: 4/3/2025

FEE PROPOSAL

Regional Traffic Signal Synchronization Program for Paseo de Valencia-Moulton Parkway Confluence Bypass Corridor Project



May 16, 2025





May 16, 2025

Mr. Joe Ames
Public Works Director
City of Laguna Hills
24035 El Toro Road
Laguna Hills, California 92653

RE: Fee Proposal for the Regional Traffic Signal Synchronization Program for Paseo de Valencia-Moulton Parkway Confluence Bypass Corridor Project

Dear Mr. Ames:

In response to the City of Laguna Hills' Request for Proposal (RFP) dated February 26, 2025, and Addendum No. 1 dated March 25, 2025, AGA Engineers, Inc. (AGA) is pleased to present this Fee Proposal to provide traffic engineering services to develop and optimize signal synchronization timing of the traffic signals along the Paseo de Valencia-Moulton Parkway Confluence Bypass corridor. In accordance with the RFP and Addendum, our Fee Proposal is being submitted in a sealed envelope. Our Technical Proposal is being submitted both as paper copies and one electronic copy on flash drive.

As instructed in the RFP, this Fee Proposal includes a breakdown of our fees by task and the staff assigned to each task. Our rates are all inclusive. All direct and indirect costs (i.e., mileage, equipment, materials, reproduction and printing, etc.) are included in our fees.

We at AGA look forward to working with the City of Laguna Hills on this important regional project. If you have any questions on any aspect of this proposal, please feel free to contact me at (714) 992-2990 or chalap@agaengineersinc.com.

Respectfully submitted,

AGA ENGINEERS, INC.

A handwritten signature in blue ink, appearing to read "Chalap K. Sadam", is written over a faint, circular blue stamp or watermark.

Chalap K. Sadam, P.E., T.E.
President

AGA Engineers, Inc.

211 Imperial Highway, Suite 208, Fullerton, CA 92835
(714) 992-4592 Email: aga@agaengineersinc.com

EXHIBIT “B”

**CITY OF LAGUNA HILLS REQUEST FOR PROPOSALS / PROJECT
SPECIFICATIONS AND SCOPE OF SERVICES REQUEST
FOR
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE
BYPASS CORRIDOR PROJECT**

DATED: FEBRUARY 26, 2025

REQUEST FOR PROPOSALS (RFP)
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE
BYPASS CORRIDOR PROJECT



CITY OF LAGUNA HILLS
24035 El Toro Road
Laguna Hills, CA 92653
(949) 707-2651

RFP Dates

Request for Proposals Issued:	February 26, 2025
Written Question Deadline:	March 20, 2025 at 5:00 p.m.
Questions Answered/Addenda Issued:	March 27, 2025 by 5:00 p.m.
Proposal Submittal Deadline:	April 8, 2025 at 4:00 p.m.
Interviews to be held on:	TBD, if requested
Proposed Effective Date of Professional Services Agreement:	May 1, 2025

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

Table of Contents

SECTION I - INTRODUCTION AND INSTRUCTIONS TO PROPOSERS	Page 4
A. Introduction	
B. Proposed Time Schedule	
C. Instructions to Proposers and Procedures for Submittal	
D. General Conditions	
SECTION II - PROPOSAL RESPONSE REQUIREMENTS	Page 14
A. Cover Letter	
B. Company Data	
C. Resumes and Qualifications of Personnel	
D. Organizational Chart	
E. References	
F. Project Understanding, Overview and Approach	
G. Communication Plan	
H. Compensation/Payment Schedule	
I. Certificate of Insurance	
J. Certification of Proposal	
SECTION III - PROPOSAL EVALUATION AND SELECTION	Page 19
SECTION IV - SCOPE OF SERVICES	Page 20
SECTION V – SCHEDULE OF COMPENSATION/FEEES	Page 26
ATTACHMENT 1 – NON-COLLUSION AFFIDAVIT	Page 27
ATTACHMENT 2 – CONSULTANT’S ACKNOWLEDGEMENT OF COMPLIANCE WITH INSURANCE REQUIREMENTS	Page 28
ATTACHMENT 3 – CERTIFICATION OF PROPOSAL TO THE CITY OF LAGUNA HILLS	Page 29
ATTACHMENT 4 – SAMPLE PROFESSIONAL SERVICES AGREEMENT	Page 31

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

February 26, 2025

**SUBJECT: REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE
BYPASS CORRIDOR PROJECT**

Dear Proposers:

You are invited to respond to this Request for Proposal to provide professional consulting services for Regional Traffic Signal Synchronization Program for Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project.

The following pages detail the Scope of Services to be provided and the submission requirements.

The City intends to enter into an exclusive Professional Services Agreement to fulfill the City's needs.

To be considered responsive, Proposers must submit a written proposal in accordance with the requirements, specifications, conditions and provisions described in the attached RFP.

PROPOSALS ARE DUE BEFORE
4:00 P.M. on April 8, 2025

If you have any questions regarding this RFP, please contact me at (949) 707-2651 or via email at james@lagunahillsca.gov.

Thank you for your interest.

Sincerely,



Joe Ames, P.E., T.E.
Public Works Director/City Engineer

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

SECTION I
INTRODUCTION AND INSTRUCTIONS TO PROPOSERS

A: Introduction and Overview

This project has been approved by the Orange County Transportation Authority (OCTA) as part of the Fiscal Year (FY) 2024-2025 Regional Traffic Signal Synchronization Program (Project P). The primary implementation phase is funded for FY 2024-2025. The maintenance and operation phase is funded for FY 2025-2027.

The Consultant work shall prepare plans specifications and estimate to adequately bid the project for construction, and the Consultant shall perform implementation/integration support on an as-needed basis for the Construction Contractor. Unless expressly stated or upon written notice, the Consultant is required to complete each specific task listed in this scope of work. Tasks are itemized for clarity. However, some tasks may be performed concurrently or begin prior to the order listed in the scope of work.

The City is seeking a qualified firm with valid California Civil Engineering and/or Traffic Engineering license to complete the detailed scope of work for the Regional Traffic Signal Synchronization Program For Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project.

The City has tentatively budgeted \$450,000 for the described work to provide the design services for the Primary Implementation (PI) and the support for the On-going Maintenance and Monitoring. Information concerning the Scope of Services can be found in Section IV.

B. Project Background

The City of Laguna Hills successfully submitted and was awarded funds for the development and implementation of traffic signal improvements and updated timing plans for the synchronization of traffic signals along the Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project. The project corridor spans approximately four (4.0) miles and consists of eighteen (18) signalized intersections and timing-only of twelve (12) signalized intersections. The Paseo De Valencia corridor begins at Alicia Parkway, north to El Toro Road. Then, continues westerly to Moulton Parkway. From El Toro Road, the project continues north to Lake Forest Drive. The Project Location Map highlights the main corridor and identifies the offset (timing only) signals. The City of Laguna Hills serves as the lead agency for this effort, with the City of Laguna Woods as a participating agency in this project.

This project has been approved by the Orange County Transportation Authority (OCTA) as part of the Fiscal Year (FY) 2024-2025 Regional Traffic Signal Synchronization

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

Program (Project P). The project will consist of Primary Implementation (PI) and On-going Maintenance and Monitoring (OMM) phases. The Primary Implementation phase is anticipated to be completed within a period of one (1) year and will consist of updated traffic signal synchronization plans and a Primary Implementation Project Report. The On-going Maintenance and Monitoring phase is anticipated to be completed within a period of two (2) years after the Primary Implementation phase, and will consist of monitoring, improving signal timing, addressing resident concerns, providing communication and detection support, and preparing a Final Project Report.

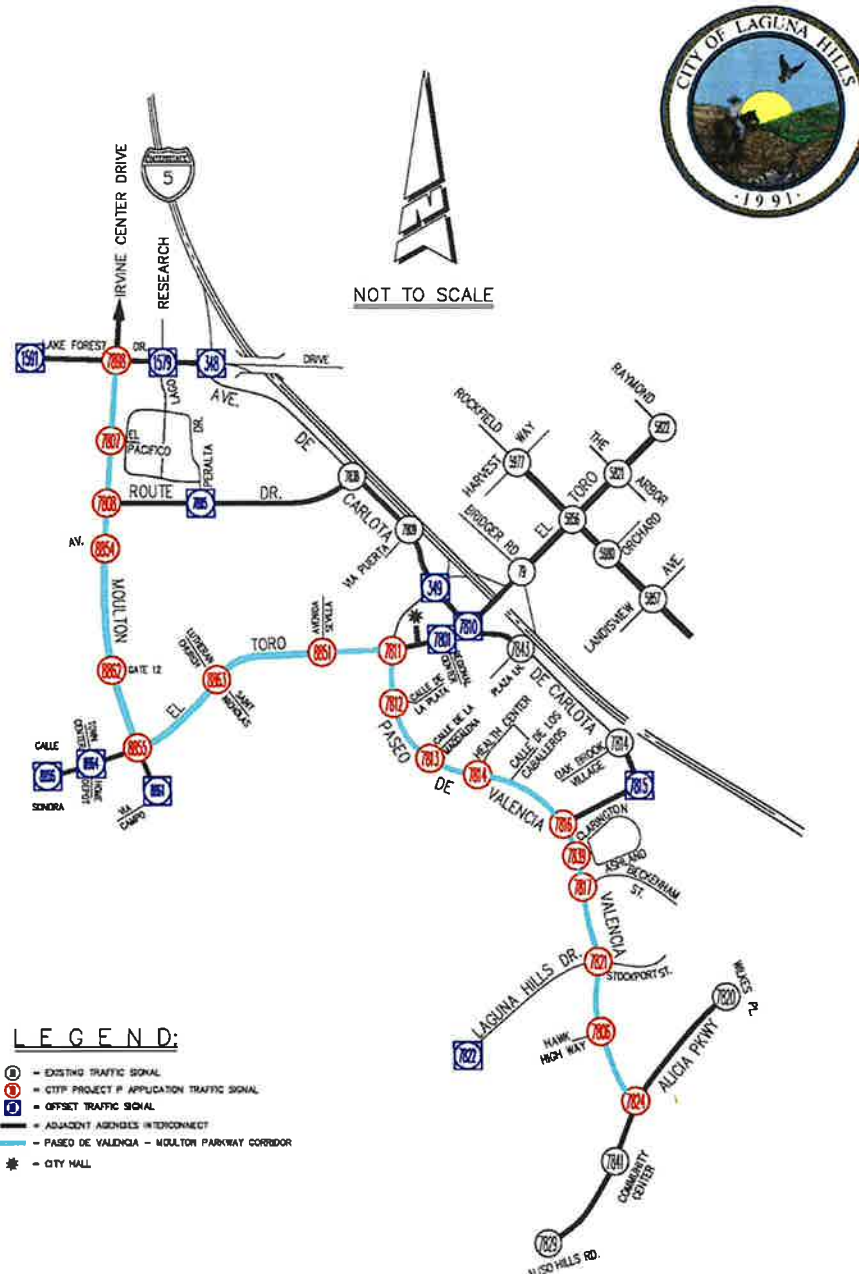
Alicia Parkway TSSP corridor crosses Paseo De Valencia and also has been approved by OCTA for CTFP funding. This project does improve two intersections north of Alicia Parkway on Paseo De Valencia, Hawk Highway and Laguna Hills Drive. The following table provides a description of these improvements.

16	Laguna Hills	Laguna Hills Dr/Stockport Street	\$ 3,999.00	\$ 39,990.00	\$ 3,999.00	\$ 4,798.80	\$ 52,786.80	Overlap locations - Also included in Alicia Parkway corridor as offset
17	Laguna Hills	Hawk Highway	\$ 3,999.00	\$ 39,990.00	\$ 3,999.00	\$ 4,798.80	\$ 52,786.80	Overlap locations - Also included in Alicia Parkway corridor as offset
18	Laguna Hills	Alicia Parkway	\$ 1,399.00	\$ 13,990.00	\$ 1,399.00	\$ 1,678.80	\$ 18,466.80	Overlap locations - Per follow-up response to OCTA. This project installs fiber on PDV to intersection /Alicia Parkway RTSSP installs controller and related cabinet equipment including BBS/UPS. Timing will be set per agreement of both project inputs.

The City will contract with a Project Management Consultant to manage the Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project and will also be responsible for the coordination with the Alicia Parkway Regional Traffic Signal Synchronization Project. The City will contract with a Design Consultant for the preparation of all documents necessary to construct the traffic signal improvements and develop and implement traffic signal system timing plans for the subsequent coordination of traffic signals within the project limits. The tasks below will be expanded to address specific elements as defined in the CTFP Application and only represent an overview for the purpose of this Project.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

C. Project Location Map



**PASEO DE VALENCIA - MOULTON PARKWAY
CONFLUENCE BYPASS CORRIDOR**

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

B: Proposed Schedule

The proposed project schedule is listed on the cover page of this RFP.

C: Instructions to Proposers and Procedures for Submittal

One printed original (marked original), two (2) printed copies (marked copy) and one (1) electronic copy on Flash Drive (will not be returned) and one sealed envelope containing the Fee Proposal must be submitted in a sealed envelope or box bearing the name of the Proposer, marked **REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR PROJECT** and submitted only to the following address:

**City of Laguna Hills
Attention: Joe Ames, Public Works Director
24035 El Toro Road
Laguna Hills, CA 92653**

Proposers are solely responsible for ensuring their submitted proposal is received by the City in accordance with the solicitation requirements, before the Submittal Deadline, and at the place specified.

Postmarks will not be accepted in lieu of actual delivery.

No oral, telegraphic, electronic mail, facsimile, or telephonic proposals or modifications will be considered unless specified.

The City shall not be responsible for any delays in mail or by common carriers or by transmission errors or delays or mistaken delivery. Delivery of proposals shall be made at the office specified in this Request for Proposals.

Deliveries made before the Submittal Deadline, but to the wrong City office, will be considered non-responsive unless re-delivery is made to the office specified before the Submittal Deadline. All proposals shall become the property of the City.

Late proposals will not be accepted and will be returned to the Proposer unopened.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

D: General Conditions

ADDITIONAL INFORMATION, RIGHT TO REQUEST. The City reserves the right, where it may serve the City's best interest, to request additional information or clarifications from Proposers during its review and evaluation of proposals submitted for consideration.

ADDITIONAL SERVICES. The Scope of Work describes the minimum work to be accomplished. Upon final selection of the firm, the Scope of Work may be modified and refined during negotiations with the City.

AUTHORIZED SIGNATURES. Every proposal must be signed by the person or persons legally authorized to bind the Proposer to a contract for the execution of the work. Proposer shall provide a current power of attorney, articles of incorporation, or other instrument confirming the agent's authority to bind the Proposer. If an individual makes the proposal, his or her name, signature, and post office address must be shown. If a firm or partnership makes the proposal, the name and post office address of the firm or partnership and the signature of at least one of the general partners must be shown. If a corporation makes the proposal, the proposal shall show the name of the state under the laws of which the corporation is chartered, the name and post office address of the corporation and the title of the person signing on behalf of the corporation. Upon request of the City, the corporation shall provide a certified copy of the bylaws or resolution of the board of directors showing the authority of the officer signing the proposal to execute contracts on behalf of the corporation.

AWARD OF PROPOSAL. City reserves the right to negotiate final terms with the selected Proposer, if any. Award of contract, if any, will be made in accordance with Section 3-08.150 (Professional services contracts) of the Laguna Hills Municipal Code (LHMC) which reads in relevant part as follows:

"A. The informal and formal bidding procedures contained in this chapter shall not apply to contracts for professional services. Rather, to secure professional services, the city shall utilize a request for proposals procedure, the method and details of which shall be promulgated by the City Manager in the form of administrative regulations. The City Manager may award any contract for professional services when the total not to exceed contract amount of such services is fifty thousand dollars (\$50,000.00) or less. Any contract for professional services having a total contract amount of greater than fifty thousand dollars (\$50,000.00) shall be awarded by the City Council....

C. Notwithstanding any provision in this chapter to the contrary, selection by the city for professional services in areas including but not limited to private architectural, landscape architectural, engineering, environmental, land surveying, construction project management, management and administration, financial, accounting, auditing, actuarial, economics, and/or development and planning, which involve the exercise of discretion and independent judgment together with an advanced or specialized knowledge,

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

expertise, training, or unique skills gained by formal studies or experience, shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required, and shall not be awarded solely on the basis of cost.... In accordance with state law, the city shall consider price after the City is satisfied that the would-be person, company, corporation, contractor, consultant, or firm has demonstrated the competence and professional qualifications necessary for the satisfactory performance of the services required.”

An Evaluation Committee will be established by the City. The City shall not be obligated to accept the lowest priced proposal but, if an award is made, the City will make an award in the best interests of the City after all factors are considered, including but not limited to the demonstrated competence, experience and professional qualifications of the Proposer. Discussions may, at the City's option, be conducted with the most qualified Proposers. Discussions may be for the purpose of clarification to ensure full understanding of, and responsiveness to, the solicitation requirements. Proposers shall be accorded fair and equal treatment with respect to any opportunity for discussion and written revision of proposals. In conducting discussions, the City will not disclose information derived from proposals submitted by competing Proposers.

COMPLIANCE WITH LAWS. All proposals shall comply with current federal, state, and other laws relative thereto.

CANCELLATION OF SOLICITATION. The City may cancel this solicitation for proposals at any time.

CANCELLATION OF TASKS. If a Professional Services Agreement is awarded for the work described in this RFP, the City will authorize work on a Task Order basis. Task Orders may be issued in any sequence. The City is not obligated to issue a Task Order for all tasks listed in the Scope of Work and expressly reserves the right to cancel tasks.

CONFLICT OF INTEREST. By signing the Certification of Proposal (**Attachment 3**) and submitting a proposal to the City in response to this Request for Proposals, the Proposer represents and certifies that:

A) No elected or appointed official, officer, or employee of the City has been or shall be compensated, directly or indirectly, in connection with this proposal or for any work connected with this proposal; should any agreement be approved in connection with this Request for Proposals (“Agreement”) no elected or appointed official, officer, or employee of the City, during the term of his/her service with the City, shall have any direct or indirect financial interest in the Agreement, or obtain any present, anticipated, or future financial interest or other material benefit arising therefrom;

B) No elected or appointed official, officer, or employee of the City shall have any financial interest, direct or indirect, in the Agreement nor shall any such official, officer, or

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

employee participate in any decision relating to the Agreement which effects his/her personal financial interest or the financial interest of any corporation, partnership, or association in which they are, directly or indirectly, interested in violation of state law;

C) The Proposer and its principals do not have now, nor shall it acquire any financial or business interest that would conflict with the performance of services under the Agreement;

COSTS. The City is not liable for any costs incurred by Proposers before entering into a formal contract. Costs of developing the proposals, or any other such expenses incurred by the Proposer in responding to this RFP, are entirely the responsibility of the Proposer, and shall not be reimbursed in any manner by the City. No reimbursable cost may be incurred in anticipation of award.

DISQUALIFICATION OF PROPOSER. If there is reason to believe that collusion exists among the Proposers, the City may refuse to consider proposals from participants in such collusion. No person, firm, or corporation under the same or different name, shall make, file, or be interested in more than one proposal for the same work unless alternate proposals are called for. Reasonable grounds for believing that any Proposer is interested in more than one proposal for the same work will cause the rejection of all proposals for the work in which a Proposer is interested. If there is reason to believe that collusion exists among Proposers, the City May refuse to consider proposals from participants in such collusion. Proposers shall submit as part of their proposal documents the completed Non-Collusion Affidavit provided as **Attachment 1**.

DOCUMENTS, EXAMINATION OF. It is the responsibility of the Proposer to carefully and thoroughly examine and be familiar with these RFP documents, general conditions, all forms, specifications, drawings, plans, and addenda (if any). Proposer shall satisfy himself as to the character, quantity, and quality of work to be performed and materials, labor, supervision, necessary to perform the work as specified by these documents. The failure or neglect of the Proposer to examine documents shall in no way relieve him from any obligations with respect to the solicitation and/or subsequent contract that may be awarded. The submission of a proposal shall constitute an acknowledgment upon which the City may rely that the Proposer has thoroughly examined and is familiar with the RFP documents. No claim will be allowed for additional compensation that is based upon a lack of knowledge of any solicitation document.

INTERPRETATION OF RFP DOCUMENTS. City reserves the right to make corrections or clarifications of the information provided in this RFP. If any person is in doubt as to the true meaning of any part of the specifications or other RFP documents, or finds discrepancies or omissions in the specifications, he or she may submit to the City a written request for an interpretation or correction.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

Oral statement(s), interpretations or clarifications concerning meaning or intent of the contents of this RFP by any person are unauthorized and invalid. Modifications to the RFP, including, but not limited to, the scope of work, shall be made only by formal written addendum issued by the City. Accordingly, in order to ensure that all Proposers have access to the same information, the City will use the following procedure to respond to inquiries:

- All questions or requests for interpretations shall be made in writing and delivered to Joe Ames, City of Laguna Hills, 24035 El Toro Road, Laguna Hills, CA 92653, or via email at james@lagunahillscs.gov by the date specified on the cover page of this RFP.
- Staff will issue, as needed, addenda to the RFP, including a list of all written questions received and responses thereto, on the City's website and via email to the RFP distribution list, and all Proposers who have advised the City that they have a set of RFP documents, by the date specified on the cover page of this RFP.

The requesting party is responsible for prompt delivery of any requests. All such addenda shall become a part of the RFP document. It is the responsibility of each Proposer to ensure the City has their correct business name and address on file. Any prospective Proposer who obtained a set of RFP documents is responsible for advising the City that they have a set of RFP documents and wish to receive subsequent Addenda.

IRREGULARITIES. Unauthorized conditions, limitations, or provisions attached to a proposal may cause its rejection. The completed proposal shall be without interlineations, alterations or erasures. Alternative proposals will not be considered unless specifically requested. No oral, telegraphic, or telephonic proposal, modification or withdrawal will be considered.

NON-DISCRIMINATION. Proposer shall represent and certify that it does not and will not discriminate against any employee or applicant for employment because of race, religion, gender, color, national origin, sexual orientation, ancestry, marital status, physical condition, pregnancy or pregnancy related conditions, political affiliation or opinion, age or medical condition.

NON-EXCLUSIVE. Should the City make an award, the successful Proposer will enter into a non-exclusive Professional Services Agreement and the City reserves the right to enter into agreements with other firms or consultants for the services listed in this RFP.

NO OBLIGATION. The release of this RFP does not obligate or compel the City to enter into a contract or agreement.

NO PUBLIC PROPOSAL OPENING/PUBLIC RECORDS ACT. Proposals shall be opened and their contents secured by City staff to prevent disclosure during the evaluative

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

process and the process of negotiating with competing Proposers. Adequate precautions shall be taken to treat each Proposer fairly and to ensure that information gleaned from competing proposals is not disclosed to other Proposers. Prices and other information concerning the proposals shall not be disclosed until finalists are selected to present proposals to the City Council or a recommendation for award is made to the City Council, whichever comes first.

OFFERS OF MORE THAN ONE PRICE. Proposers are not allowed to submit more than one proposal.

OWNERSHIP. All data, documents and other products used or developed during the RFP process become the property of the City upon submission.

PROPRIETARY INFORMATION. All proposals and documents submitted in response to this RFP shall become the property of the City and a matter of public record pursuant to Government Code sections 6250 et seq. It is the responsibility of each Proposer to clearly identify any and all information contained within the proposal that it considers to be confidential and/or proprietary. To the extent that the City agrees with that designation, such information will be held in confidence whenever possible; all other information will be considered public. In the event that a demand for disclosure of information designated as "confidential and/or proprietary" by a Proposer is made, the City will notify the Proposer in writing of such demand and shall furnish a copy of the City's written response to the requestor. Proposer may then pursue, at its sole cost and expense, any and all appropriate legal action necessary to maintain the confidentiality of such information.

REJECTION OF PROPOSAL. The City reserves the right to reject any or all proposals or any part of a proposal. The City reserves the right to reject the proposal of any Proposer who previously failed to perform adequately for the City or any other governmental agency. The City expressly reserves the right to reject the proposal of any Proposer who is in default on the payment of taxes, licenses or other monies due to the City.

REPRESENTATIONS. Proposer understands and acknowledges that the representations made in their submitted proposal are material and important, and will be relied on by the City in evaluation of the proposal. Proposer misrepresentation shall be treated as fraudulent concealment from the City of the facts relating to the proposal.

RFP PART OF AGREEMENT. Should an agreement be awarded, this Request for Proposals and Scope of Services and all conditions may become part of the Agreement between the City of Laguna Hills and the successful Proposer.

SEVERABILITY. If any provisions or portion of any provision of this Request for Proposals are held invalid, illegal or unenforceable, they shall be severed from the Request for Proposals and the remaining provisions shall be valid and enforceable.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

VALIDITY. Proposal must be valid for a period of 180 days from the due date and may be extended by written authorization from the Proposer.

WITHDRAWAL OF PROPOSAL. Proposers' authorized representative may withdraw proposals only by written request received by the City's project manager before the Proposal Submittal Deadline.

End of Section, continued to next page.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

SECTION II

PROPOSAL RESPONSE REQUIREMENTS

One printed original (marked original), two (2) printed copies (marked copy) and one (1) electronic copy on Flash Drive (will not be returned) and one (1) sealed envelope containing the Fee Proposal must be submitted in a sealed envelope or box bearing the name of the Proposer, marked **REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR PROJECT** and submitted only to the following address:

**City of Laguna Hills
Attention: Joe Ames, Public Works Director
24035 El Toro Road
Laguna Hills, CA 92653**

If discrepancies are found between the copies, or between the original and copy or copies, the "ORIGINAL" will provide the basis for resolving such discrepancies. If one document is not clearly marked "ORIGINAL", the City reserves the right to use any of the proposals as the Original. If no document can be identified as an original bearing original signatures, Proposer's proposal may be rejected at the discretion of the City.

It is imperative that all Proposers responding to the RFP comply exactly and completely with the instructions set forth herein. Proposals must be concise, but with sufficient detail to allow accurate evaluation and comparative analysis. Proposals should be straightforward and provide "layman" explanations of technical terms that are used. Emphasis should be concentrated on conforming to the RFP instructions, responding to the RFP requirements, and on providing a complete and clear description of the offer. Limit the Proposal to 30 pages (not including City-required forms).

All proposals shall be submitted on standard 8.5" by 11" paper and secured in binder clips only (no notebooks or covers to be submitted). Font shall be no less than 10 point. All pages should be numbered and identified sequentially by section matching the format of this RFP.

Response items must be indexed in the following order with individual tabs:

A. Cover Letter:

Proposal must be accompanied by a cover letter, signed by an individual authorized to bind the proposing entity. An unsigned proposal is grounds for rejection. The cover letter should include an introduction of the firm and summary statement of professional qualifications.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

B. Company Data:

Please submit the following information for the Proposer:

1. Official name and address.
2. Name, address, and telephone number of the Proposer's primary point of contact.
3. Indicate what type of entity (corporation, company, joint venture, etc.). Please enclose a copy of the Joint Venture Agreement if entity is a joint venture.
4. Federal Employer I.D. Number.
5. The address, telephone numbers and authorized email addresses of each of your firm's locations.
6. A detailed statement indicating whether Proposer is totally or partially owned by another business organization or individual.
7. Number of years Proposer has been in business under the present business name.
8. Number of years of experience the Proposer has had in providing required, equivalent, or related services.
9. All comparable contracts entered into during the last five (5) years, completed or not. Please indicate:
 - Year started and completed
 - Scope of work
 - Client or agency name
 - Project description
 - Project manager
 - Estimated cost of construction, if any
 - Size of project
10. Any failures or refusals to complete a contract and explanation.
11. Individuals/Firms who own an interest of 10% or greater in the proposing firm.
12. Financial interests in other lines of business.
13. Litigation/Adverse Judgement History. Provide a list of all litigation (including all complaints or responses to complaints) filed against the Proposer and any proposed Principal/Project Manager within the last 5 years only, related to performance of a Professional Services Agreement or participation on a project. Provide the date that the complaint was filed, the name of the plaintiff(s), the nature of the litigation and list the causes of action set forth in the complaint, the amount of damages and relief asserted, the project name, describe the role of the Proposer and any proposed Principal/Project Manager in the project, provide the names of the parties involved, status of the case, and a summary of the dispute resolution and/or outcome (including current status for any unresolved litigation) (e.g., trial/judgement, arbitration/mediation, settlement, etc.).

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

14. Termination of Contract “For Cause” History. Describe the conditions or circumstances surrounding any Professional Services Agreement or other services contract (or portion thereof) entered into by the Proposer and any proposed Principal/Project Manager within the last 5 years only that was terminated for cause or which required completion by another party. Describe the reasons for termination, the reasons specified by the client/owner for any such termination, whether the Proposer and proposed Principal/Project Manager disputed the client/owner’s position and/or the stated justification for terminating for cause, as well as the dispute resolution and/or outcome of the dispute (including the current status for any unresolved notice of termination for cause).

C. Resumes and Qualifications of Personnel:

The Proposer shall furnish a personnel staffing plan with sufficient information for judging the quality and competence of the personnel dedicated to the project. In its assessment of the proposal, City will place considerable emphasis on the commitment by the Proposer to provide qualified personnel for the professional services being considered. The Proposer shall furnish resumes in outline form for the key personnel assigned and committed to this account (i.e., Principal and/or Project Manager). Proposer shall also include the number and type of additional support personnel who will be providing services.

Minimum Resume Contents:

- Name, Position: Include length of time with this firm in the current position and any other positions held within the firm.
- Education: Show degrees earned and certifications, school and year of completion. Exclude company courses or information that is not relevant to the person’s functional job duties.
- Summary of Experience: In chronological order, most recent date first, summarize experience as it relates to the proposed Scope of Work. Please include a listing of all projects with a brief description of each. Additional detail and information may be requested of finalists.
- Professional Memberships/Registrations/Licensure/Certifications: Separately, please include a complete list of all previous and current clients.

D: Organizational Chart:

Proposer shall include an organizational chart that reflects titles of key staff and management contacts of each individual assigned to provide services under this Proposal. It is the City’s requirement that key personnel identified in the Organizational Chart remain during the term of the agreement. The Proposer shall note concurrence on the restrictions to changes in key personnel. A transition plan shall be presented in this section in the event there are proposed changes in key personnel during the term of the

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

agreement that are outside of the consulting firm's control or if the City requests such change.

E: References:

Proposer must provide three (3) PUBLIC AGENCY references for whom Proposer has provided similar services of the nature and scope as set forth in the RFP within the last five (5) years. Include name of agency, name of contact person, telephone number of contact person, and description of services provided.

F: Project Understanding, Overview and Approach:

- Understanding: Proposer must clearly demonstrate in this section an understanding of the tasks outlined in Section IV of this Request for Proposals.
- Approach: Proposer must include in this section its detailed approach to providing those services described in Section IV of this RFP (including all optional tasks) that the Proposer proposes to provide.
- Proposer must identify the services proposed to be provided in response to the Scope of Services. Proposer must note any services not provided by the Proposer.
- Project Management: The City's Public Works Director will serve as a dedicated project manager that will act as the single point of contact and as the contract officer for these services. Proposals should describe the Proposer's approach to project management which ensures coordination with the City's contract officer and a commitment to the project schedule.
- Proposer shall list any resources, City assistance or other items expected to be provided by City in connection with the delivery of these services.
- Proposer may additionally itemize those services which are further recommended or optionally provided but are not noted in the aforementioned paragraphs as requirements. Proposer will title this section as ADDITIONAL SERVICES.
- Project Controls: Describe the Proposer's ability to control costs and provide accurate and timely invoices through internal control measures; to monitor and stay within budget; to monitor schedule and review times and describe the techniques used to complete projects within the proposed time frames.
- Quality Control/Quality Assurance (QA/QC): Describe the firm's QA/QC processes that will be adhered to during the term of the agreement. Describe the method of ensuring accuracy and an overall high quality of work.

G: Communication Plan:

Proposer must describe the method(s) of communication and how frequently the firm proposes to keep City staff informed of their progress on any given tasks.

H: Compensation/Payment Schedule:

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

Proposer is required to submit their cost proposal in the format as outlined in Section V. The Compensation shall be submitted in a separate sealed envelope containing the Fee Proposal.

I: Non-Collusion Affidavit

Proposer is required to sign and submit the *Non-Collusion Affidavit* in Attachment 1.

J: Compliance with Insurance Requirements

Proposer is required to sign and submit the *Consultant's Acknowledgement of Compliance with Insurance Requirements for Agreement for Professional Services* in Attachment 2. Proposer shall demonstrate the willingness and ability to submit proof of the required insurance coverage (Attachment 2) set forth in the *Sample Draft Professional Services Agreement* (Attachment 4) prior to execution of the contract.

K: Certification of Proposal:

Proposer is required to sign and submit the *Certification of Proposal* in Attachment 3.

End of Section, continue to next page.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

SECTION III

PROPOSAL EVALUATION AND SELECTION

An Evaluation Committee will be established by the City. The Committee may be comprised of City staff or other personnel as determined by the City Manager and will evaluate all proposals received in accordance with Section 3-08.150 of the LHMC. The City reserves the right to establish criteria and weight factors. The City shall not be obligated to accept the lowest priced proposal, but the City will make an award in the best interests of the City after all factors are considered, including, but not limited to, the demonstrated competence, experience and professional qualifications of the Proposer.

Selection of qualified Proposers will be based on the following criteria as set forth herein. Criteria are listed in random sequence and are not considered in any rank or order of importance. The proposal will be evaluated by the Evaluation Committee on the basis of the response to all requirements of this RFP.

1. Experience of the firm, particularly of staff assigned to provide the requested services
2. Demonstrated understanding of the service needs outlined in this RFP
3. Successful delivery of similar services
4. Location of firm and availability of staff assigned to City
5. Quality of references
6. Content, quality, completeness and form of submitted proposal
7. Interviews
8. Proposed cost of services (considered after selection of best qualified firms).

Following evaluation of written proposals, the Committee may hold interviews with the most qualified respondents. The City intends to enter into a multi-year Professional Services Agreement to fulfill the City's needs.

End of Section, continue to next page.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

SECTION IV

SCOPE OF SERVICES

A. PROJECT SPECIFICATIONS AND DEFINITIONS

Definitions

- City: Refers to the lead agency, the City of Laguna Hills, unless otherwise noted.
- Project Team: Refers to the agencies participating in this project – City of Laguna Woods, Project Management Consultant, and the Design Consultant.
- Project Management Consultant: Refers to the consultant that will manage the project on behalf of the City, which has been chosen by the City as W.G. Zimmerman Engineering, Inc.
- Design Consultant: Refers to the consultant that will prepare all documents necessary to bid and construct the improvements and develop and implement traffic signal system timing plans for the subsequent coordination of traffic signals within the project limits.
- Arterial Segment: Length of arterial between signalized intersections in both directions.
- Arterial Section: Two or more consecutive arterial segments.
- Offset Intersections: Signalized intersections identified that are located within 2,700 feet from the project corridor that is also included in the project.

Study Methodology

- The Consultant shall coordinate with each Project Team member to determine the reference intersection(s) setting.
- Computer Software: Synchro (Version 11 or latest version) and Tru-Traffic (Version 10) must be used for this analysis.
- Network Level of Detail: Arterial and intersection configuration should be of sufficient detail to allow simulation of traffic model using SimTraffic software.
- Network Partitioning: Network partitioning should be used to better represent traffic conditions.
- Progression: Two-way progression is required.

Synchro and Tru-Traffic Modeling

- Node numbers: Signalized intersection numbering shall follow OCTA identification numbers and/or Project Team member preference.
- Arterial Names: All main arterial and cross street links shall be named.
- Cycle Length: Perform cycle evaluation for each network subsystem and consult with the Project Team to determine the optimal cycle length.
- Speed: The modeled progression speed should refer to the flow of traffic.
- Phase Sequences: Phase sequences with both left-turn movements lagging will not be allowed unless phase reservice is used.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

- Phasing Parameters: Use parameters from timing sheet provided by the City and Project Team.
- Offset Style: Consultant should follow the offset reference preferred by each Project Team member.
- Peak Hour Factor and Growth Factor: Utilize the calculated Peak Hour Factor from the turning movement counts and set Growth Factor to 1.0.
- Saturation Flow Rate and Lost Time: The lane capacity should be 1,900 vehicles per lane per hour of green and lost time should be two (2) seconds.
- Lane Width: Left-turn lanes shall be ten (10) feet in width; all others shall be twelve (12) feet.
- Bike Lanes: Bike lanes can be coded as eight (8)-foot right-turn lanes if bike lane width plus adjacent through lane width equals at least twenty (20) feet.
- Use Synchro and Tru-Traffic to produce optimal timing plans.
- Evaluate the performance of signalized intersections by values of the Measures of Effectiveness (MOE). The following MOE will be studied: travel time, delay, and number of stops.
- The Level of Service (LOS) measurement should be used to identify critical movements or degree of saturation in Synchro timing plans.
- Any improvement for resolving interruption to through bandwidth should be identified.
- The MOE summary table shall include the following data:
 - Traffic Flow
 - Average Delay
 - Total Travel Time
 - Number of Stops
 - Average Speed
 - Network Performance Index/OCTA Corridor Synchronization Performance Index (CSPI) or current OCTA methodology

The City is seeking a valid California Professional Civil Engineering and/or Traffic Engineering license for the discipline of the described scope of work for Regional Traffic Signal Synchronization Program For Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

B. PROJECT SCOPE OF WORK

PRIMARY IMPLEMENTATION (PI) PHASE, lasting approximately one year shall include the following:

Task 1: Support to the City's Project Management Team - PI Phase

This is an on-going task conducted by the Project Management Consultant throughout the duration of the PI Phase of the project. It includes day-to-day project management, such as meetings, progress reports, tracking of schedules, tracking of cost, by agency, invoicing, and overall administration of the PROJECT.

Minimum requirements of this task include:

- A running record of project cost broken by Participating Agency shall be part of this task. This information will be used by the Lead Agency to invoice Participating Agencies for their respective project match. Design Consultant shall provide cost estimates separated into cost share per agency based upon the CTFP Application.
- A running record of all scope changes and/or any deviations from the final approved application. This information will be used by the Lead Agency to request Scope Changes at the Semi-annual Review (SAR). Design Consultant shall coordinate with The City's Project Management Team on defining scope changes in advance of SAR deadlines.
- Coordinate monthly meetings with Design Consultant and Project Team Members. Design Consultant shall dedicate a set monthly date for meetings. Meetings may be in person or virtual.
- Design Consultant shall provide monthly schedule updates, Progress Reports, and Invoices in advance of set monthly meetings.
- Design Consultant shall provide monthly Comment Matrix with response to comments and deposition of comments. The Comment Matrix shall be provided to the City's Project Management Team one week prior to monthly meeting.

Task 2: Data Collection and Field Review

This task shall be conducted by the Design Consultant and shall include collecting seven-day, 24-hour machine counts, including vehicle and bike classification, along each one-half-mile segment of the corridors. The project shall also produce weekday and weekend peak period intersection turning movements (ITM) counts at every signalized intersection, including pedestrian and bicycle counts. ITM counts shall be conducted for two hours of each weekday peak period (AM, Mid-day, and PM) and single four-hour Saturday mid-

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

day peak period. All counts shall be summarized in Microsoft Excel Format. All data shall adhere to the CTFP Guidelines for data compatibility.

Data collection shall include field review of before and after conditions. The floating car method shall be utilized with software and GPS for the “Before” Study to finetune the corridor operation and verify the integrity of the system intersection clocks. Synchronized Video shall be used to compare actual conditions to anticipated conditions detected by the time-space diagrams so that any anomalies may be corrected prior to the “After” studies task.

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

Task 3: System Design and Collection

The Design Consultant shall design and prepare bid documents to construct and implement all desired components of the project as described in the application in accordance with CTFP Guidelines.

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

As-built plans shall be provided to match the improvements. This task is not complete until all Participating Agencies approve the improvements implemented in their jurisdictions.

Task 4: Signal Timing Optimization and Implementation

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

Minimum requirements of this task include:

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

- A review of the basic timing parameters.
- Concept of Operations documenting the recommended coordination strategies (e.g., segments, cycle lengths, etc.) based on existing data collection and simulations.
- Existing and Optimized simulation network in SYNCHRO (Version 11 or latest version) that is also shared with OCTA using the OCTA designated ID numbers.
- Implementation and fine-tuning of proposed timing plans.

Task 5: Final PI Report

The Design Consultant shall prepare the Final PI Report. The Final PI Report, with an executive summary, serves to document the activities of the project and shall include, but not be limited to, the following items:

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

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

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

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

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

ON-GOING OPERATIONS AND MAINTENANCE (O&M) PHASE, lasting approximately two years, shall include the following:

Task 6: Support to City's Project Management Team – O&M Phase

This task shall be conducted by the Project Management Consultant and includes day-to-day project management such as meetings, tracking schedules, invoicing and overall administration of the project. This task shall continue in full force as specified in the Primary Implementation (PI) Phase. Design Consultant shall submit monthly progress reports, invoices, and update schedules.

Task 7: Continuing Support

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

Task 8: Final O&M Report

This task shall be conducted by the Design Consultant with oversight by the Project Management Consultant. At the end of the O&M Phase, a Final O&M Report documenting the On-Going Operations and Maintenance efforts and procedures for continuing maintenance shall be prepared. At the minimum, the Report shall include when travel runs were conducted and issues and solutions throughout the phase. The Report shall document all planned and programmed improvements to the study corridor as well as recommendations for further infrastructure improvements that would likely improve the corridor signal coordination project results.

End of Section, continue to next page.

City of Laguna Hills
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR
PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR
PROJECT

SECTION V
SCHEDULE OF COMPENSATION/FEEES

Compensation will be provided in accordance with Section 2 of the Sample Professional Agreement (Attachment 4). Compensation will be made at the fees and schedule contained in the Proposer's Proposal/Scope of Work and subject to a Maximum Contract Amount as agreed upon by Proposer and City.

In order to facilitate comparison of proposals, the City requires all compensation proposals to be submitted in the format below based on the tasks and sub tasks as noted in the Scope of Services above.

The Proposer shall provide a cost proposal in a tabular format by task (to be listed by row) with the following items (to listed by column)

1. Staff title, level, name;
2. Hourly rate;
3. Anticipated staff hours

Include subtotals by task and a projected total cost for the entire proposal.

An example is shown below:

Cost Proposal					
Service Provider	Person 1 Name	Person 2 Name	Person 3 Name	Person 4 Name	Projected Subtotals
Title	Project Manager	Principal	Technician	Administrative Assistant	
Billing Rate	\$190	\$155	\$135	\$95	
Task A:	1	3	30	10	\$5,655
Task B:	1	2	20	5	\$3,675
Projected Totals	2	5	50	15	\$9,330

If awarded a contract by the City, the City expects that the fees, rates, and/or unit prices set forth in Consultant's Proposal shall remain fixed and unchanged.

End of Section, continue to next page.



CITY OF LAGUNA HILLS

March 25, 2025

SUBJECT: Addendum No. 1 to RFP for Regional Traffic Signal Synchronization Program for Paseo de Valencia – Moulton Parkway Confluence Bypass Corridor Project

To All Consultants:

This Addendum No. 1 is being issued for the subject RFP.

Listed below are the questions received by the City (as of March 20, 2025 at 5:00 p.m.) and the City's responses:

Questions and Responses to RFP:

1. Can the requirement for hardcopy proposals be waived?

Response: No. We are worried that e-mails will be caught in the City's e-mail filtering software, and we do not want to be responsible for downloading documents from a portal especially if it requires a username and password. Plus, we don't want to be printing out and stapling hardcopies for the review panel.

2. Can the requirement for wet signatures be waived?

Response: Yes. You may use electronic signatures on documents.

3. Will the City allow changes to the sample Professional Services Agreement upon request?

Response: No. Sections or text in the Agreement that the consultant believes are "non-applicable" items, such as any prevailing wage requirements, will remain in the contract but will not apply if the work conducted does not trigger such requirements.

4. Will the City adjust the insurance requirements indicated in the sample Professional Services Agreement upon request?

Response: No.

5. Please clarify what can be excluded from the proposal page counts.

Response: The following items may be excluded from the proposal page counts:

- Front and back cover pages;
- Tabular or dividing pages;
- Table of contents and indexes;
- City required forms/attachments (as the RFP already stated) which may be placed behind separate tabular or dividing pages;

- Lists of clients and contracts requested (see separate question and answer regarding this item);
- **Resumes:** This may now be excluded from the page count to alleviate the many concerns we've received from proposers regarding how to include all the required information in 30 pages; and
- Compensation/payment schedule (fee proposal): The compensation/payment schedule (fee proposal) is to be submitted in a separate, sealed envelope as described in the RFP, so this would not count toward the page count.

6. Can Proposer's limit their response to item B.9 to a selection of comparable contracts from the past five years instead of all?

Response: We would like a list of all; however, you need not provide all of the information requested. You can provide just the following items:

- Year started and completed
- Scope of Work, or Title of Project if the contract is specific to a Project
- Client or Agency Name
- Project Manager

7. Does the City expect all subconsultants to complete the Non-Collusion Affidavit, Compliance with Insurance Requirements, or Certification of Proposal?

Response: No.

8. On page 11, the instructions say not to use notebooks or covers. Will a cover page be allowed before the cover letter?

Response: Yes.

9. Does the City expect all subconsultants to provide the information under Section B (Company Data) or should that information be just for the prime consultant?

Response: Just the prime consultant.

10. Regarding the org chart, "...include an organizational chart that reflects titles of key staff and management contacts of each individual assigned to provide services under this Proposal." What is meant by "management contacts?" What type of information does this entail?

Response: The organizational chart should include all personnel working directly on the project as well as the project manager. Names and titles should be included for everyone.

11. Will the City's Project Management Consultant be responsible for preparing and submitting the close-out documentation per OCTA requirements?

Response: Yes.

12. Will the City's Project Management Consultant need assistance from the Design Consultant with preparing the close-out documentation per OCTA requirements?

Response: Likely, yes.

13. Will OCTA's Countywide Baseline Project be in charge of developing synchronization timing for any segment of the Paseo De Valencia-Moulton Bypass Corridor?

The other TSSP projects awarded by OCTA have opted out of Signal Timing Optimization and Implementation due to these agencies' participation in the current OCTA Countywide Baseline Signal re-timing project. Can you confirm if the City has opted out of this work as well for Task 4 Signal Timing and Implementation, or if we should proceed with this scope of work for our proposal?

Response: The City of Laguna Woods opted out of OCTA's Countywide Baseline Project therefore both Laguna Hills and Laguna Woods must conduct synchronization timing schedules for all segments of this Project.

14. Will this project require coordination with OCTA's Countywide Baseline Project?

Response: Likely, yes.

15. For the Task 3 in the RFP "The Design Consultant shall design and prepare bid documents to construct and implement all desired components of the project as described in the application in accordance with CTFP Guidelines." Can you provide the OCTA Grant Application for the project? Or provide a detailed overview of improvements that will be needed for each intersection to scope the design plan approach for the project?

Response: The Grant Application was posted on March 5 on the City's RFP page:
<https://lagunahillsca.gov/bids.aspx?bidID=76>

Proposers will find the Grant Application at the bottom of the page (along with this Addendum No. 1 and the original RFP).

Business Hours:

M-F 8-5

Plan Holders List:

Please email Julie Comella at jcomella@lagunahillsca.gov to be added to the plan holders list with your business name, contact name, mailing address and phone number.

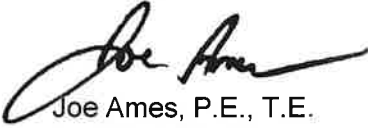
Related Documents:

[RFP RTSSP Paseo de Valencia - Moulton Pkwy Confluence Bypass Corridor](#)
[RTSSP Paseo de Valencia to Moulton Pkwy Supplemental Application 2024](#)

[Return To Main Bid Postings Page](#)

The deadline has now passed for questions on this RFP.

Sincerely,



Joe Ames, P.E., T.E.
Assistant City Manager



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Joe Ames, Assistant City Manager
Issue: Renewed Measure M (M2) Compliance Reporting to the Orange County Transportation Authority (OCTA)

Recommendation: That the City Council: 1. Approve the Measure M (M2) Compliance Submittal to OCTA including, but not limited, to the Seven-Year Capital Improvement Program; and 2. Adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, Concerning the Status and Update of the Circulation Element, and Mitigation Fee Program for the Measure M (M2) Program."

Background:

On November 7, 2006, Orange County voters approved Ordinance No. 3, the Renewed Measure M (M2), for the extension of the one-half cent sales tax for transportation infrastructure. As a part of the M2 program, Orange County local agencies must meet eligibility requirements in order to receive or remain eligible to apply for M2 funds. The eligibility compliance documents are due to Orange County Transportation Authority (OCTA) by June 30th of each calendar year. The City remains in compliance with all requirements of M2. The City Council is requested to approve the compliance submittal documents contained herein, including adopting the Measure M2 Seven-Year Capital Improvement Program based upon the City's 2025/2026 to 2031/2032 fiscal year budgets, and adopt the required Resolutions.

Annually, OCTA determines if local jurisdictions are eligible to receive Measure M2 turnback funds and competitive funds. Under M2 local jurisdictions must satisfy several requirements, as outlined in the FY 2025/2026 Measure M2 Eligibility Guidelines, in order to remain eligible for these funds.

The Measure M2 package for the 2025/2026 fiscal year requires the following:

- Provide a City Council adopted Measure M2 Seven-Year Capital Improvement Program.
- Complete the Maintenance of Effort (MOE) certification form demonstrating continued funding of street maintenance at the Maintenance of Effort level assigned to the City.
- Confirm that the City has an existing Mitigation Fee Program that assesses traffic impacts of new development and requires new development to pay a fair share of necessary transportation improvements.
- Adopt by City Council Resolution, a Master Plan of Arterial Highways consistency Resolution with Circulation Element (CE) exhibit.
- Submit a letter outlining land use planning strategies/policies that accommodate transit and non-motorized transportation.
- Complete the Measure M Eligibility Checklist.

Submitted for City Council approval and adoption, as attachments to this report, include the following documents: 1. Measure M2 Seven-Year Capital Improvement Program based upon the City's 2025/2026 – 2031/2032 fiscal year budgets; 2. OCTA Maintenance of Effort Reporting Form; 3. Land Use Planning Strategies Letter; 4. OCTA Measure M2 Eligibility Checklist; 5. Mitigation Fee Program documents; and 6. MPAH consistency resolution.

Fiscal Impact:

It is projected the City will annually receive over \$750,000 of turnback funds under the Measure M2 Local Fair Share Program. The City has already been awarded directly, or as part of joint applications with the City of Laguna Niguel, over \$2.5 million in competitive Project P funding for traffic signal improvements. Failure to remain eligible for Measure M2 funds would put these funds in jeopardy and limit the City's ability to seek future Measure M2 competitive grant funds.

Attachments:

1. Proposed Resolution - MPAH Compliance
2. OCTA 7-Year CIP Report
3. Cover Letter dated June 11, 2025
4. Eligibility Checklist
5. Congestion Management Program Checklist
6. Land Use Planning Strategies Letter

7. Mitigation Fee Program Information
8. Measure M2 Maintenance of Effort Form

RESOLUTION NO. 2025-06-10-X

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, CONCERNING THE STATUS AND UPDATE OF THE CIRCULATION ELEMENT, AND MITIGATION FEE PROGRAM FOR THE MEASURE M (M2) PROGRAM

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

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

WHEREAS, the City of Laguna Hills has endorsed a definition of and process for, determining consistency of the City's Traffic Circulation Plan with the MPAH; and

WHEREAS, the City is required to adopt a resolution biennially informing the Orange County Transportation Authority (OCTA) that the City's Circulation Element is in conformance with the MPAH and whether any changes to any arterial highways of said Circulation Element have been adopted by the County during Fiscal Years (FY) 2023-24 and FY 2024-25; and

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

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

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

SECTION 1. The City does hereby inform OCTA that:

- A. The arterial highway portion of the Circulation Element of the City of Laguna Hills is in conformance with the MPAH.
- B. The City attests that no unilateral reduction in through lanes has been made on any MPAH arterials during FY 2023-24 and FY 2024-25.

- C. The City affirms that it will bring forward requests to amend the MPAH, when necessary, in order to ensure that the MPAH and the General Plan Circulation Element remain consistent.
- D. The City reaffirms that the existing Mitigation Fee Program is in effect.

PASSED, APPROVED, AND ADOPTED this 10th day of June 2025.

JOSHUA SWEENEY, MAYOR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2025-06-10-X adopted by the City Council of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 10th day of June 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK

Orange County Transportation Authority

FY 2025/26 - FY 2031/32 Capital Improvement Program

TIP ID		CP-11728		IMPLEMENTING AGENCY					Laguna Hills, City of				
Local Project Number:		Project Title											
Additional Project IDs: 170		Access Ramp Construction, CIP 170											
Type of Work: Pedestrian		Project Description											
Type of Work Description: Pedestrian - Installation of ADA access ramps		Installation of access ramps meeting Federal and State approved design standards at all intersections as required by the Americans with Disability Act. Approximately 1000 ramps will eventually be constructed for all intersections in the City not curr											
Limits		FISCAL YEAR		FUND TYPE		ENG ROW		CON/IMP		O&M TOTAL		TOTAL ESCALATED	
Citywide		2026		Community Development Block Grant		\$0 \$0		\$250,000		\$0		\$256,250	
Project Notes This project is a carryover for FY 25/26.		2027		Community Development Block Grant		\$0 \$0		\$250,000		\$0		\$262,656	
		2028		Community Development Block Grant		\$0 \$0		\$250,000		\$0		\$269,223	
		2029		Community Development Block Grant		\$0 \$0		\$250,000		\$0		\$275,953	
		2030		Community Development Block Grant		\$0 \$0		\$250,000		\$0		\$282,852	
		2031		Community Development Block Grant		\$0 \$0		\$250,000		\$0		\$289,923	
						Totals:		\$0 \$0		\$1,500,000		\$0 \$1,636,857	
Last Revised: 25-00 - In Progress		Total Programmed: \$1,500,000											

TIP ID		CP-12365		IMPLEMENTING AGENCY					Laguna Hills, City of	
Local Project Number: 24-LNIG-TSP-4068		Project Title								
Additional Project IDs: 24-LNIG-TSP-4068		Alicia Parkway Regional Traffic Signal Synchronization, CIP 168-M								
Type of Work: Traffic Signals		Project Description								
Type of Work Description: Traffic Signals - Coordinate signals within project limits		Joint project with Laguna Niguel								
Limits										
Alicia Parkway and I-5 Southbound Off-Ramp										
Project Notes										
Project lead is the City of Laguna Niguel.										
</										

TIP ID		CP-10374		IMPLEMENTING AGENCY					Laguna Hills, City of								
Local Project Number:		Project Title															
Additional Project IDs:		Annual Street Maintenance FY 25-26															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Bi-annual roadway maintenance program, also known as the Citywide Local Street Rehabilitation Project, CIP 101 series.													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide street maintenance pursuant to the Pavement Management Plan		2026		Gas Tax		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$2,970,000	
Project Notes																	
Carryover for FY 25-26				Totals:		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$2,970,000	
Last Revised: 25-00 - In Progress		Total Programmed: \$2,900,000															

TIP ID		CP-11711		IMPLEMENTING AGENCY					Laguna Hills, City of								
Local Project Number:		Project Title															
Additional Project IDs:		Annual Street Maintenance FY 27-28															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Bi-annual roadway maintenance program, also known as the Citywide Local Street Rehabilitation Project, CIP 101 series.													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide street maintenance pursuant to the Pavement Management Plan		2028		Gas Tax		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$3,115,294	
Project Notes						Totals:		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000 \$3,115,294	
Last Revised: 25-00 - In Progress		Total Programmed: \$2,900,000															

TIP ID		CP-12647		IMPLEMENTING AGENCY					Laguna Hills, City of								
Local Project Number:		Project Title															
Additional Project IDs:		Annual Street Maintenance FY 29-30															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Bi-annual roadway maintenance program, also known as the Citywide Local Street Rehabilitation Project, CIP 101 series.													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide street maintenance pursuant to the Pavement Management Plan		2030		Gas Tax		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$3,267,943	
Project Notes						Totals:		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000 \$3,267,943	
Last Revised: 25-00 - In Progress		Total Programmed: \$2,900,000															

TIP ID		CP-12650		IMPLEMENTING AGENCY					Laguna Hills, City of								
Local Project Number:		Project Title															
Additional Project IDs:		Annual Street Maintenance FY 31-32															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Bi-annual roadway maintenance program, also known as the Citywide Local Street Rehabilitation Project, CIP 101 series													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide street maintenance pursuant to the Pavement Management Program		2032		Gas Tax		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000		\$3,428,320	
Project Notes						Totals:		\$100,000		\$0		\$2,800,000		\$0		\$2,900,000 \$3,428,320	
Last Revised: 25-00 - In Progress		Total Programmed: \$2,900,000															

TIP ID CP--3697		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number: 25-LHLL-TSP-5010		Project Title						
Additional Project IDs: 25-LHLL-TSP-5010		Avenida de Carlota TSSP						
Type of Work: Traffic Signals		Project Description						
Type of Work Description: Traffic Signals - Replace and upgrade traffic signals and equipment		Corridor improvements of 8 intersections with the installation of new signal controllers(4), CCTV (7), and fiber optic network to the Traffic Management Center. Work includes coordination with Countywide Baseline Study for data collection and timing						
Limits								
Avenida de la Carlota from Lake Forest Drive to Los Alisos Boulevard								
Project Notes								

TIP ID		CP-10375		IMPLEMENTING AGENCY					Laguna Hills, City of								
Local Project Number:		Project Title															
Additional Project IDs:		Avenida de la Carlota Pavement Rehabilitation															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Pavement Rehabilitation													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Avenida de la Carlota from El Toro Road to Los Alisos Blvd		2028		Unfunded/Unknown		\$0		\$0		\$1,500,000		\$0		\$1,500,000		\$1,615,336	
Project Notes						Totals:		\$0		\$0		\$1,500,000		\$0		\$1,500,000 \$1,615,336	
Last Revised: 25-00 - In Progress		Total Programmed: \$1,500,000															

TIP ID		CP-12659	IMPLEMENTING AGENCY							Laguna Hills, City of	
Local Project Number: 25-LNIG-TSP-5011			Project Title								
Additional Project IDs: 25-LNIG-TSP-5051			Cabot Road Regional Traffic Signal Synchronization Project, CIP 168-O								
Type of Work: Traffic Signals			Project Description								
Type of Work Description: Traffic Signals - Coordinate signals within project limits			Traffic signal systems improvements								
Limits			FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	
Cabot Road from La Paz Road to Paseo de Colinas			2026	Traffic Signal Sync Program (TSSP)	\$0	\$0	\$381,314	\$0	\$381,314	\$390,847	
Project Notes			2026	Traffic Impact Fees	\$0	\$0	\$95,329	\$0	\$95,329	\$97,712	
Project lead is the City of Laguna Niguel.											
					Totals:	\$0	\$0	\$476,643	\$0	\$476,643	\$488,559
Last Revised: 25-00 - In Progress			Total Programmed: \$476,643								

TIP ID CP-12252		IMPLEMENTING AGENCY Laguna Hills, City of																																																																							
Local Project Number:		Project Title																																																																							
Additional Project IDs:		Citywide Concrete Repair Project, CIP 106																																																																							
Type of Work: Pedestrian		Project Description																																																																							
Type of Work Description: Pedestrian - Reconstruction or rehabilitation of sidewalk		Removal and replacement of sidewalks, curb and gutter, driveway aprons, and other transportation related improvements.																																																																							
Limits		<table><tr><th>FISCAL YEAR</th><th>FUND TYPE</th><th>ENG</th><th>ROW</th><th>CON/IMP</th><th>O&M</th><th>TOTAL</th><th>TOTAL ESCALATED</th></tr><tr><td>2026</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$150,000</td><td>\$0</td><td>\$150,000</td><td>\$153,750</td></tr><tr><td>2027</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$150,000</td><td>\$0</td><td>\$150,000</td><td>\$157,594</td></tr><tr><td>2028</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$150,000</td><td>\$0</td><td>\$150,000</td><td>\$161,534</td></tr><tr><td>2029</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$150,000</td><td>\$0</td><td>\$150,000</td><td>\$165,572</td></tr><tr><td>2030</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$150,000</td><td>\$0</td><td>\$150,000</td><td>\$169,711</td></tr><tr><td>2031</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$150,000</td><td>\$0</td><td>\$150,000</td><td>\$173,954</td></tr><tr><td colspan="2"></td><td>Totals:</td><td>\$0</td><td>\$0</td><td>\$900,000</td><td>\$0</td><td>\$900,000</td><td>\$982,115</td></tr></table>							FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	2026	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$153,750	2027	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$157,594	2028	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$161,534	2029	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$165,572	2030	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$169,711	2031	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$173,954			Totals:	\$0	\$0	\$900,000	\$0	\$900,000	\$982,115
FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED																																																																		
2026	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$153,750																																																																		
2027	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$157,594																																																																		
2028	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$161,534																																																																		
2029	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$165,572																																																																		
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2031	Gas Tax	\$0	\$0	\$150,000	\$0	\$150,000	\$173,954																																																																		
		Totals:	\$0	\$0	\$900,000	\$0	\$900,000	\$982,115																																																																	
Citywide - Location dependent upon each year's needs.																																																																									
Project Notes																																																																									
Last Revised: 25-00 - In Progress		Total Programmed: \$900,000																																																																							

TIP ID		CP-12653		IMPLEMENTING AGENCY					Laguna Hills, City of										
Local Project Number:		Project Title																	
Additional Project IDs:		Citywide Street Name Sign Replacements																	
Type of Work:		Other		Project Description															
Type of Work Description:		Other - Other		Replacement of street name signs at all City street intersections, except signalized intersections															
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED			
Citywide		2026		General Fund		\$0		\$0		\$260,000		\$0		\$260,000		\$266,500			
Project Notes																			
						Totals:		\$0		\$0		\$260,000		\$0		\$260,000		\$266,500	
Last Revised: 25-00 - In Progress		Total Programmed: \$260,000																	

TIP ID CP-12655		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number:		Project Title						
Additional Project IDs:		Clarington Park Bioswale Project, CIP 413						
Type of Work: Environmental Cleanup		Project Description						
Type of Work Description: Environmental Cleanup - Bioswales and Bioretention systems		Construction of a bioswale, re-routing storm water flows from area streets to bioswale						
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL
Clarington Park and surrounding streets		2026	Partnership	\$0	\$0	\$28,000	\$0	\$28,000
Project Notes		2026	Unfunded/Unknown	\$0	\$0	\$600,000	\$0	\$600,000
		2026	General Fund	\$0	\$0	\$486,000	\$0	\$486,000
		Totals: \$0 \$0 \$1,114,000 \$0 \$1,114,000 \$1,141,850						
Last Revised: 25-00 - In Progress		Total Programmed: \$1,114,000						

TIP ID CP-12654		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number:		Project Title						
Additional Project IDs:		Electronic Message Board at Alicia Parkway/Paseo de Valencia						
Type of Work: Intersection		Project Description						
Type of Work Description: Intersection - Other		Roadway improvements, traffic signal relocation, and construction of public information electronic message board						
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL
Alicia Parkway at Paseo de Valencia		2026	Active Transportation Program	\$140,000	\$0	\$200,000	\$0	\$340,000
Project Notes		2026	General Fund	\$50,000	\$0	\$525,000	\$0	\$575,000
		Totals: \$190,000 \$0 \$725,000 \$0 \$915,000 \$933,125						
Last Revised: 25-00 - In Progress		Total Programmed: \$915,000						

TIP ID CP-11716		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number:		Project Title						
Additional Project IDs:		General Street Maintenance FY 25-26						
Type of Work: Road Maintenance		Project Description						
Type of Work Description: Road Maintenance - Rehabilitation of roadway		Annual street maintenance program						
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL
Citywide		2026	Measure M2 Local Fairshare	\$0	\$0	\$645,000	\$0	\$645,000
Project Notes								
Carryover for FY 25-26		Totals: \$0 \$0 \$645,000 \$0 \$645,000 \$661,125						
Last Revised: 25-00 - In Progress		Total Programmed: \$645,000						

TIP ID CP-11717		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number:		Project Title						
Additional Project IDs:		General Street Maintenance FY 26-27						
Type of Work: Road Maintenance		Project Description						
Type of Work Description: Road Maintenance - Rehabilitation of roadway		Annual street maintenance program						
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL
Citywide		2027	Measure M2 Local Fairshare	\$0	\$0	\$660,000	\$0	\$660,000
Project Notes								
Carryover for FY 25-26		Totals: \$0 \$0 \$660,000 \$0 \$660,000 \$693,412						
Last Revised: 25-00 - In Progress		Total Programmed: \$660,000						

TIP ID		CP-11718		IMPLEMENTING AGENCY							Laguna Hills, City of						
Local Project Number:		Project Title															
Additional Project IDs:		General Street Maintenance FY 27-28															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Annual street maintenance program													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide																	
Project Notes		2028		Measure M2 Local Fairshare		\$0		\$0		\$675,000		\$0		\$675,000		\$726,901	
Carryover for FY 25-26																	
						Totals:		\$0		\$0		\$675,000		\$0		\$675,000 \$726,901	
Last Revised: 25-00 - In Progress		Total Programmed: \$675,000															

TIP ID		CP-12008		IMPLEMENTING AGENCY							Laguna Hills, City of						
Local Project Number:		Project Title															
Additional Project IDs:		General Street Maintenance FY 28-29															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Annual street maintenance program													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide																	
Project Notes		2029		Measure M2 Local Fairshare		\$0		\$0		\$695,000		\$0		\$695,000		\$767,150	
Carryover for FY 25-26																	
						Totals:		\$0		\$0		\$695,000		\$0		\$695,000 \$767,150	
Last Revised: 25-00 - In Progress		Total Programmed: \$695,000															

TIP ID		CP-12283		IMPLEMENTING AGENCY							Laguna Hills, City of						
Local Project Number:		Project Title															
Additional Project IDs:		General Street Maintenance FY 29-30															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Annual street maintenance program													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide																	
Project Notes		2030		Measure M2 Local Fairshare		\$0		\$0		\$715,000		\$0		\$715,000		\$808,957	
Carryover for FY 25-26																	
						Totals:		\$0		\$0		\$715,000		\$0		\$715,000 \$808,957	
Last Revised: 25-00 - In Progress		Total Programmed: \$715,000															

TIP ID		CP-12648		IMPLEMENTING AGENCY					Laguna Hills, City of								
Local Project Number:		Project Title															
Additional Project IDs:		General Street Maintenance FY 30-31															
Type of Work:		Road Maintenance		Project Description													
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Annual street maintenance program													
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
Citywide																	
Project Notes		2031		Measure M2 Local Fairshare		\$0		\$0		\$720,000		\$0		\$720,000		\$834,979	
						Totals:		\$0		\$0		\$720,000		\$0		\$720,000 \$834,979	
Last Revised: 25-00 - In Progress		Total Programmed: \$720,000															

TIP ID CP-12649		IMPLEMENTING AGENCY Laguna Hills, City of							
Local Project Number:		Project Title							
Additional Project IDs:		General Street Maintenance FY 31-32							
Type of Work: Road Maintenance		Project Description							
Type of Work Description: Road Maintenance - Rehabilitation of roadway		Annual street maintenance program							
Limits		<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>
Citywide									
Project Notes		2032	Measure M2 Local Fairshare	\$0	\$0	\$725,000	\$0	\$725,000	\$861,797
				<u>Totals:</u>	\$0	\$0	\$725,000	\$0	\$725,000 \$861,797
Last Revised: 25-00 - In Progress		Total Programmed: \$725,000							

TIP ID		CP-12254		IMPLEMENTING AGENCY							Laguna Hills, City of			
Local Project Number:				Project Title										
Additional Project IDs:				La Paz Road Pavement Rehabilitation Project, CIP 109										
Type of Work:				Road Maintenance		Project Description								
Type of Work Description:				Road Maintenance - Rehabilitation of roadway		Pavement Rehabilitation								
Limits				FISCAL YEAR		FUND TYPE		ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	
East City Limits to West City Limits														
Project Notes						Totals:	\$0	\$0	\$0	\$0	\$0	\$0		
This project is a carryover for FY25/26. Budget is reflected in prior year(s).														
Last Revised: 25-00 - In Progress				Total Programmed: \$0										

TIP ID		CP-12652		IMPLEMENTING AGENCY					Laguna Hills, City of																										
Local Project Number:		Project Title																																	
Additional Project IDs:		La Paz Road Pavement Rehabilitation Project, CIP 185																																	
Type of Work:		Road Maintenance		Project Description																															
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Pavement rehabilitation and concrete work																															
Limits		La Paz Road from I-5 to Alameda Avenue		<table><thead><tr><th>FISCAL YEAR</th><th>FUND TYPE</th><th>ENG</th><th>ROW</th><th>CON/IMP</th><th>O&M</th><th>TOTAL</th><th>TOTAL ESCALATED</th></tr></thead><tbody><tr><td>2030</td><td>Gas Tax</td><td>\$0</td><td>\$0</td><td>\$1,350,000</td><td>\$0</td><td>\$1,350,000</td><td>\$1,527,401</td></tr><tr><td colspan="2">Totals:</td><td>\$0</td><td>\$0</td><td>\$1,350,000</td><td>\$0</td><td>\$1,350,000</td><td>\$1,527,401</td></tr></tbody></table>								FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	2030	Gas Tax	\$0	\$0	\$1,350,000	\$0	\$1,350,000	\$1,527,401	Totals:		\$0	\$0	\$1,350,000	\$0	\$1,350,000	\$1,527,401
FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED																												
2030	Gas Tax	\$0	\$0	\$1,350,000	\$0	\$1,350,000	\$1,527,401																												
Totals:		\$0	\$0	\$1,350,000	\$0	\$1,350,000	\$1,527,401																												
Project Notes																																			
Last Revised: 25-00 - In Progress		Total Programmed: \$1,350,000																																	

TIP ID		CP-12660		IMPLEMENTING AGENCY					Laguna Hills, City of										
Local Project Number: 25-LNIG-TSP-5012				Project Title															
Additional Project IDs: 25-LNIG-TSP-5012				La Paz Road Regional Traffic Signal Synchronization Project, CIP 168-P															
Type of Work: Traffic Signals				Project Description															
Type of Work Description: Traffic Signals - Coordinate signals within project limits				Traffic signal system improvements															
Limits				FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED	
La Paz Road from Felipe Road to Crown Valley Parkway				2026		Traffic Signal Sync Program (TSSP)		\$0		\$0		\$473,669		\$0		\$473,669		\$485,511	
Project Notes				2026		Traffic Impact Fees		\$0		\$0		\$118,422		\$0		\$118,422		\$121,383	
Project lead is the City of Laguna Niguel.																			
								Totals:		\$0		\$0		\$592,091		\$0		\$592,091 \$606,894	
Last Revised: 25-00 - In Progress				Total Programmed: \$592,091															

TIP ID CP-11732		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number: 23-LHILL-ECP-4053		Project Title						
Additional Project IDs: CIP 412-L		Laguna Hills Debris Gates, Phase XII						
Type of Work: Environmental Cleanup		Project Description						
Type of Work Description: Environmental Cleanup - Automatic Retractable Screen and other debris screens or inserts		This is a storm water pollution mitigation project. It includes the installation of debris gates/screens throughout the City in accordance with the Environmental Cleanup Program (ECP).						
Limits		FISCAL YEAR FUND TYPE ENG ROW CON/IMP O&M TOTAL TOTAL ESCALATED						
Citywide								
Project Notes								
Project Funding approved in FY 23/24 call for projects.		Totals: \$0 \$0 \$0 \$0 \$0 \$0						
Last Revised: 25-00 - In Progress		Total Programmed: \$0						

TIP ID CP-11733		IMPLEMENTING AGENCY Laguna Hills, City of								
Local Project Number:		Project Title								
Additional Project IDs: CIP 412-M		Laguna Hills Debris Gates, Phase XIII, CIP 412-M								
Type of Work: Environmental Cleanup		Project Description								
Type of Work Description: Environmental Cleanup - Automatic Retractable Screen and other debris screens or inserts		This is a storm water pollution mitigation project. It includes the installation of debris gates/screens throughout the City in accordance with the Environmental Cleanup Program (ECP).								
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	
Citywide		2027	General Fund	\$0	\$0	\$50,000	\$0	\$50,000	\$52,531	
Project Notes		2027	Environmental Cleanup Program (ECP) - Tier 1	\$0	\$0	\$200,000	\$0	\$200,000	\$210,125	
				Totals:	\$0	\$0	\$250,000	\$0	\$250,000	\$262,656
Last Revised: 25-00 - In Progress		Total Programmed: \$250,000								

TIP ID CP-12657		IMPLEMENTING AGENCY Laguna Hills, City of							
Local Project Number:		Project Title							
Additional Project IDs:		Laguna Hills Drive Median Landscape Improvements, CIP 309							
Type of Work: Aesthetics		Project Description							
Type of Work Description: Aesthetics - Landscaping of roadway		Installation of landscaping in median							
Limits		<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>
Laguna Hills Drive west of Paseo de Valencia		2026	Gas Tax	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000
Project Notes		2026	Partnership	\$0	\$0	\$380,000	\$0	\$380,000	\$389,500

TIP ID CP-10379		IMPLEMENTING AGENCY Laguna Hills, City of							
Local Project Number:		Project Title							
Additional Project IDs:		Lake Forest Drive Pavement Rehabilitation							
Type of Work: Road Maintenance		Project Description							
Type of Work Description: Road Maintenance - Rehabilitation of roadway		Pavement Rehab, CIP 182							
Limits		<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>
Lake Forest Drive from east city limits to west city limits		2030	Unfunded/Unknown	\$100,000	\$0	\$1,900,000	\$0	\$2,000,000	\$2,249,676
Project Notes									

TIP ID		CP-12658		IMPLEMENTING AGENCY					Laguna Hills, City of	
Local Project Number:		Project Title								
Additional Project IDs:		Moulton Parkway Median Island Reconstruction, CIP 303								
Type of Work: Safety		Project Description								
Type of Work Description: Safety - Install curb median		Construction of a refuge lane								
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	
Moulton Parkway at Mandeville		2026	General Fund	\$0	\$0	\$225,000	\$0	\$225,000	\$230,625	
Project Notes										
		Totals:	\$0	\$0	\$225,000	\$0	\$225,000	\$230,625		
Last Revised: 25-00 - In Progress		Total Programmed: \$225,000								

TIP ID CP-10381		IMPLEMENTING AGENCY Laguna Hills, City of							
Local Project Number:		Project Title							
Additional Project IDs:		Oso Parkway Pavement Rehabilitation, CIP 181							
Type of Work: Road Maintenance		Project Description							
Type of Work Description: Road Maintenance - Rehabilitation of roadway		Pavement Rehabilitation.							
Limits		FISCAL YEAR FUND TYPE ENG ROW CON/IMP O&M TOTAL TOTAL ESCALATED							
Oso Parkway from Cabot Road to West City limits									
Project Notes									
This project is a carryover for FY24/25. Budget is reflected in prior year(s).		Totals: \$0 \$0 \$0 \$0 \$0 \$0							
Last Revised: 25-00 - In Progress		Total Programmed: \$0							

TIP ID CP--3651		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number: 24-LHLL-TSP-4067		Project Title						
Additional Project IDs: 24-LHLL-TSP-4067		Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor						
Type of Work: Traffic Signals		Project Description						
Type of Work Description: Traffic Signals - Replace and upgrade traffic signals and equipment		Traffic Signal Improvements for 10 identified intersections including SMART video detection systems, closed-circuit cameras, and a modern fiber optic network.						
Limits								
Paseo de Valencia from El Toro Road to Alicia Parkway; El Toro Road from Moulton Parkway to Paseo de Valencia; Moulton from Lake Forest to El Toro Road								
Project Notes								

TIP ID CP-12364		IMPLEMENTING AGENCY Laguna Hills, City of							
Local Project Number:		Project Title							
Additional Project IDs:		Paseo De Valencia and Cabot Road Active Transportation Enhancements							
Type of Work: Bikeways		Project Description							
Type of Work Description: Bikeways - New bike route		Installation of 2.2 miles of high-comfort bicycle facilities							
Limits									
Along Paseo de Valencia and Cabot Road between the existing Aliso Creek Bikeway and El Paseo									
Project Notes									
		</							

TIP ID CP-12253		IMPLEMENTING AGENCY Laguna Hills, City of						
Local Project Number:		Project Title						
Additional Project IDs:		Paseo de Valencia Pavement Rehabilitation Project, CIP 104						
Type of Work: Road Maintenance		Project Description						
Type of Work Description: Road Maintenance - Rehabilitation of roadway		This project includes pavement rehabilitation of Paseo De Valencia from Alicia Parkway to Avenida de la Carlota. Scope also includes curb & gutter, driveway aprons, handicap ramps, sidewalk, and reconstruction of median curbs to full 8" height.						
Limits		FISCAL YEAR FUND TYPE ENG ROW CON/IMP O&M TOTAL TOTAL ESCALATED						
Alicia Parkway to Avenida de la Carlota								
Project Notes								
This project is a carryover for FY24/25. Budget is reflected in prior year(s).		Totals: \$0 \$0 \$0 \$0 \$0 \$0						
Last Revised: 25-00 - In Progress		Total Programmed: \$0						

TIP ID CP-11729		IMPLEMENTING AGENCY Laguna Hills, City of							
Local Project Number:		Project Title							
Additional Project IDs: 185		Replacement of Internally Illuminated Street Name Signs, CIP 153							
Type of Work: Traffic Signals		Project Description							
Type of Work Description: Traffic Signals - Replace and upgrade traffic signals and equipment		Replacement of ISNS							
Limits	<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>	
Citywide	2026	General Fund	\$0	\$0	\$125,000	\$0	\$125,000	\$128,125	
Project Notes	2028	General Fund	\$0	\$0	\$125,000	\$0	\$125,000	\$134,611	
	2030	General Fund	\$0	\$0	\$125,000	\$0	\$125,000	\$141,426	
			<u>Totals:</u>	\$0	\$0	\$375,000	\$0	\$375,000	\$404,162
Last Revised: 25-00 - In Progress		Total Programmed: \$375,000							

TIP ID CP-12656		IMPLEMENTING AGENCY Laguna Hills, City of								
Local Project Number:		Project Title								
Additional Project IDs:		Ridge Route Drive Bioswale Project, CIP 414								
Type of Work: Environmental Cleanup		Project Description								
Type of Work Description: Environmental Cleanup - Bioswales and Bioretention systems		Construction of bioswale and related storm drain work								
Limits		<u>FISCAL YEAR</u>	<u>FUND TYPE</u>	<u>ENG</u>	<u>ROW</u>	<u>CON/IMP</u>	<u>O&M</u>	<u>TOTAL</u>	<u>TOTAL ESCALATED</u>	
Within open space/right-of-way on Ridge Route west of Santa Vittoria		2027	General Fund	\$0	\$0	\$110,000	\$0	\$110,000	\$115,569	
		2027	Unfunded/Unknown	\$0	\$0	\$440,000	\$0	\$440,000	\$462,275	
Project Notes										
					<u>Totals:</u> \$0	\$0	\$550,000	\$0	\$550,000	\$577,844
Last Revised: 25-00 - In Progress		Total Programmed: \$550,000								

TIP ID		CP-12651		IMPLEMENTING AGENCY					Laguna Hills, City of										
Local Project Number:		Project Title																	
Additional Project IDs:		Santa Maria Avenue Pavement Rehabilitation, CIP 180																	
Type of Work:		Road Maintenance		Project Description															
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Pavement rehabilitation and concrete work															
Limits		FISCAL YEAR		FUND TYPE		ENG		ROW		CON/IMP		O&M		TOTAL		TOTAL ESCALATED			
Santa Maria Avenue within the City limits		2026		Gas Tax		\$0		\$0		\$130,000		\$0		\$130,000		\$133,250			
Project Notes																			
						Totals:		\$0		\$0		\$130,000		\$0		\$130,000		\$133,250	
Last Revised: 25-00 - In Progress		Total Programmed: \$130,000																	

TIP ID		CP-10387		IMPLEMENTING AGENCY					Laguna Hills, City of		
Local Project Number:		Project Title									
Additional Project IDs:		South Moulton Pavement Rehabilitation									
Type of Work:		Road Maintenance		Project Description							
Type of Work Description:		Road Maintenance - Rehabilitation of roadway		Pavement Rehabilitation							
Limits		FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED		
Moulton Parkway from Laguna Hills Drive to SR-73		2028	Gas Tax	\$100,000	\$0	\$2,500,000	\$0	\$2,600,000	\$2,792,227		
Project Notes											
			Totals:	\$100,000	\$0	\$2,500,000	\$0	\$2,600,000	\$2,792,227		
Last Revised: 25-00 - In Progress		Total Programmed: \$2,600,000									

TIP ID CP-10388		IMPLEMENTING AGENCY Laguna Hills, City of																																															
Local Project Number:		Project Title																																															
Additional Project IDs:		Traffic Signal Improvements/Coordination Projects, CIP 168																																															
Type of Work: Traffic Signals		Project Description																																															
Type of Work Description: Traffic Signals - Coordinate signals within project limits		Interconnection of traffic signals, construction of new traffic signals and equipment, installation and replacement of vehicle detection systems, loops and cameras.																																															
Limits		<table><tr><th>FISCAL YEAR</th><th>FUND TYPE</th><th>ENG</th><th>ROW</th><th>CON/IMP</th><th>O&M</th><th>TOTAL</th><th>TOTAL ESCALATED</th></tr><tr><td>2026</td><td>General Fund</td><td>\$0</td><td>\$0</td><td>\$75,000</td><td>\$0</td><td>\$75,000</td><td>\$76,875</td></tr><tr><td>2028</td><td>General Fund</td><td>\$0</td><td>\$0</td><td>\$75,000</td><td>\$0</td><td>\$75,000</td><td>\$80,767</td></tr><tr><td>2030</td><td>General Fund</td><td>\$0</td><td>\$0</td><td>\$75,000</td><td>\$0</td><td>\$75,000</td><td>\$84,856</td></tr><tr><td colspan="2">Totals:</td><td>\$0</td><td>\$0</td><td>\$225,000</td><td>\$0</td><td>\$225,000</td><td>\$242,498</td></tr></table>								FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED	2026	General Fund	\$0	\$0	\$75,000	\$0	\$75,000	\$76,875	2028	General Fund	\$0	\$0	\$75,000	\$0	\$75,000	\$80,767	2030	General Fund	\$0	\$0	\$75,000	\$0	\$75,000	\$84,856	Totals:		\$0	\$0	\$225,000	\$0	\$225,000	\$242,498
FISCAL YEAR	FUND TYPE	ENG	ROW	CON/IMP	O&M	TOTAL	TOTAL ESCALATED																																										
2026	General Fund	\$0	\$0	\$75,000	\$0	\$75,000	\$76,875																																										
2028	General Fund	\$0	\$0	\$75,000	\$0	\$75,000	\$80,767																																										
2030	General Fund	\$0	\$0	\$75,000	\$0	\$75,000	\$84,856																																										
Totals:		\$0	\$0	\$225,000	\$0	\$225,000	\$242,498																																										
Citywide traffic signal improvements																																																	
Project Notes																																																	
Last Revised: 25-00 - In Progress		Total Programmed: \$225,000																																															



CITY OF LAGUNA HILLS

June 11, 2025

Submitted via E-mail

Ms. Charvalen Alacar
Transportation Funding Analyst
Orange County Transportation Authority

SUBJECT: RENEWED MEASURE M COMPLIANCE SUBMITTAL

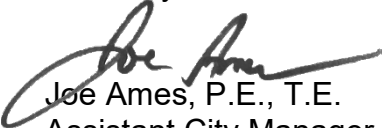
Dear Ms. Alacar:

Transmitted for your use are the following documents showing the City of Laguna Hills to be in compliance with Measure M:

- Certified Action of the City Council meeting of June 10, 2025 approving the Measure M submittal
- Certified Resolution of the City Council meeting of June 10, 2025 concerning the Master Plan of Arterial Highways (MPAH) consistency Resolution with Circulation Element (CE) exhibit
- 7-Year Capital Improvement Program (CIP)
- Measure M Eligibility Checklist
- Congestion Management Program (CMP) Checklist
- Maintenance of Effort (MOE) Certification Form with attachments
- Mitigation Fee Program (MFP) information
- Land Use Planning Strategies Letter with supporting General Plan excerpts

Please contact me if you have any questions at james@lagunahillsca.gov (e-mail) or 949-707-2655.

Sincerely,


Joe Ames, P.E., T.E.
Assistant City Manager

Jurisdiction: City of Laguna Hills

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

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

Joe Ames _____ 6/2/2025

Name (Print) Signature Date



APPENDIX C

Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: - There are no CMP intersections in your jurisdiction. - Factoring out statutorily-exempt activities², all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.	☒	☐	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standards. _____ _____ _____			☐
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?	☐	☐	☐
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.				
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	☐	☐	☐
5.	Does the deficiency plan fulfill the following statutory requirements? :			
	a. Include an analysis of the causes of the deficiency?	☐	☐	☐
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	☐	☐	☐
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	☐	☐	☐
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?	☐	☐	☐

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





APPENDIX C

Congestion Management Program (CMP)

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

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





CITY OF LAGUNA HILLS

June 10, 2025

Submitted via E-mail

Ms. Charvalen Alacar
Transportation Funding Analyst
Orange County Transportation Authority

SUBJECT: CITY OF LAGUNA HILLS MEASURE M (M2) ELIGIBILITY FY 2025-2026

Dear Ms. Alacar:

In order to remain eligible for the renewed Measure M (M2), Cities have to provide OCTA with its strategies to accommodate transit and non-motorized transportation. Some of the policies and goals of the City, as listed in the Land Use and Mobility Element of the City's General Plan, that accommodate transit and non-motorized transportation are listed below:

- Provide an efficient street network within the community.
- Utilize traffic calming and other techniques to improve safety for motorists, pedestrians, and cyclists;
- Increase cycling and walking in the community through expanded networks and amenities;
- Enhance the character and identity of Laguna Hills;
- Encourage alternatives to driving by promoting transit use and other innovative mobility strategies; and
- Provide appropriate parking and use creative parking solutions to manage parking.

The relevant sections of the Land Use and Mobility Element of the City's General Plan have been attached to this letter.

You may contact me with any questions at james@lagunahillsca.gov or 949/707-2655.

Sincerely,

Joe Ames, P.E., T.E.
Assistant City Manager

Attachments: City of Laguna Hills' General Plan relevant sections

Use Element. Table LU-3 summarizes the land use distribution, and the resultant residential and nonresidential levels of development that can be expected from full implementation of land use policies established by this General Plan. Given the largely built-out character of Laguna Hills and the good condition of most buildings, significant redevelopment activities may not occur over the life of this General Plan. However, within opportunity areas described in this Element, future land use changes are anticipated.

Goals and Policies

The goals and policies section sets both broad and specific direction for the future of the City based on identified issues, as captured in the Guiding Themes and expressed by the community, City staff, and decision makers.

Five major issue areas are addressed in the goals and policies of the Land Use Element. These major issues are:

- Creating more active centers within the community through better physical and social connections;
- Protecting and enhancing established neighborhoods;
- Providing sustainable development opportunities in specific areas;
- Beautifying and enhancing the character of the community; and
- Promoting responsible economic development.

ACTIVITY CENTERS AND COMMUNITY CONNECTIONS

The residents of the City value the existing character of Laguna Hills and seek to enhance the City's attributes by encouraging pedestrian-friendly design that promotes physical connections between places and neighborhoods, and social connections between residents. Laguna Hills values well-landscaped, secure, clean, and human-scaled neighborhoods and business districts that accommodate walking. It is important to provide linkages that connect neighborhoods to schools, community centers, parks, and commercial services. Areas identified for mixed use development are defined by pedestrian-oriented streetscapes, and frequented as local gathering places (i.e., cafes, restaurants, plazas). These areas support surrounding neighborhoods and contribute to a more compact and consistent pattern of development.

Goal LU-1: Create diverse and vibrant activity centers and events that bring people together as a community.

Policy LU-1.1: Encourage new mixed use developments in the Urban Village, and other strategic locations, that complement and enhance Laguna Hills' existing community character.

Policy LU-1.2: Encourage the compatible integration of residential and service retail uses in proximity to job centers.

Policy LU-1.3: Promote intensified and revitalized land uses in the Urban Village within traffic, parking, and transit capabilities.

Policy LU-1.4: Promote walkability throughout the community through enhanced pedestrian amenities, attractive streetscapes, plazas, and civic gathering areas.

Policy LU-1.5: Bring commercial buildings close to the street, in appropriate areas, to create a livelier pedestrian realm that encourages window shopping and increased interaction.

Policy LU-1.6: Increase opportunities for pedestrian and bicycle connections to activity centers by well-designed and shaded pathways.

Policy LU-1.7: Promote and advertise community events in creative ways that ensure all segments of the community are encouraged to participate.

Policy LU-1.8: Support events and activities that cross area and neighborhood boundaries to bring together all segments of the community.

RESPECT FOR EXISTING NEIGHBORHOODS

Laguna Hills values the character of its existing neighborhoods, as they contribute to the extraordinary quality of life in the City. The goals and policies in this section identify how the City will continue to pursue proactive land use planning while protecting, maintaining, and enhancing existing neighborhoods. These policies ensure that new development complements and reinforces the unique characteristics of existing neighborhoods through sensitive infill and transitions in scale from adjacent centers and corridors.

Goal LU-2: Ensure development is compatible and interdependent with neighboring uses.

Policy LU-2.1: Preserve the distinctive character of residential neighborhoods by applying adopted design standards to new renovation projects.

Policy LU-2.2: Improve connections with surrounding uses by enhancing landscaping, providing pedestrian connections, incorporating green areas, and planting street trees.

Policy LU-2.3: Pursue code enforcement actions to ensure proper maintenance of homes, buildings, yards, and neighborhoods in all areas of the City.

Policy LU-2.4: Protect existing neighborhoods from the encroachment of incompatible activities and land uses.

Policy LU-2.5: Require the use of buffers and transitional areas, such as increased setbacks and extensive landscaping, between new activities and existing land uses.

Policy LU-2.6: Discourage high traffic-generating uses such as drive-throughs adjacent to sensitive uses such as schools, medical and assisted care facilities, and residential neighborhoods.

Policy LU-2.7: Expand the use of transitional and buffer areas to buffer sensitive uses from freeways, arterials, point sources of water pollution, hazardous materials, and noise.

Policy LU-2.8: Minimize impacts to surrounding neighborhoods and land uses through context-sensitive site design and architecture.

SUSTAINABLE AND CREATIVE INFILL DEVELOPMENT

Strategic growth and change in Laguna Hills will preserve existing viable neighborhoods while targeting new development to aging and underutilized commercial areas. The form of new development will be compact, mixed use and pedestrian oriented that will enhance the quality of life through improved connectivity with other parts of the City, greater access to amenities, enhanced safety, and greater housing and employment choices. New development will contain energy- and resource-efficient buildings and landscapes, access to effective public transit, and attractive pedestrian-friendly streets.

Goal LU-3: Encourage infill development that involves the revitalization of property in an economically and environmentally sustainable manner.

Policy LU-3.1: Encourage smart growth and sustainability principles as part of new development and redevelopment activities.

Policy LU-3.2: Encourage new development that uses land efficiently and offers flexibility to changing resident and shopping needs, contributing to the long-term vitality of the community.

Policy LU-3.3: Ensure safe, efficient pedestrian connections are made between adjacent neighborhoods, sidewalks, parking areas, and entrances to stores.

Policy LU-3.4: Incorporate open spaces, plazas, and outdoor dining areas into new development and redevelopment to provide visual relief and community gathering spaces.

Policy LU-3.5: Encourage public art and interactive landscape and design features to create interest and a sense of community.

Policy LU-3.6: Promote the design and placement of buildings to provide opportunities for solar and wind energy and passive cooling.

Policy LU-3.7: Support the upgrade of existing buildings and landscapes for energy efficiency, water conservation, and runoff reduction.

Policy LU-3.8: Encourage energy-efficient design features, including appropriate site orientation, use of light-colored or green roofing and building materials to reduce energy consumption related to heating and cooling.

Policy LU-3.9: Promote the use of green building and landscaping techniques consistent with Leadership in Energy and Environmental Design (LEED) and other relevant sustainability principles in both public and private development and redevelopment projects.

Policy LU-3.10: Create safe, inviting, and functional pedestrian and cyclist environments in new public and private development.

Policy LU-3.11: Provide incentives for development that enhance the environment, offer excellent urban design, and provide public amenities.

Policy LU-3.12: Incorporate Crime Prevention through Environmental Design (CPTED) measures and “visible spaces” into new developments as a means of promoting safe environments.

Policy LU-3.13: Use landscaping and urban design techniques to break up large parking areas and long monotonous walls in new development and redevelopment projects.

ENHANCING THE COMMUNITY'S IDENTITY

Bolstering the unique attributes of Laguna Hills is an important goal for the City. The unique character helps retain residents and workers and attracts visitors to the community. Policies in this section strive to enhance the beauty, image, connectivity and character of Laguna Hills and provide more distinction to the City.



Landscaping, trees, sidewalks, and bike lanes also help serve as traffic calming techniques. Numerous traffic calming measures are available to slow traffic and enhance safety. The selection of appropriate traffic calming techniques for a given area will require a comprehensive site specific study by the City and/or appropriate local, regional, or state agencies.

Traffic calming measures can result in varying degrees of liability exposure to the City. Therefore, such measures must incorporate engineering design features and practices that do not result in unacceptable exposure for the City.

WALKING AND CYCLING, AND BEAUTIFUL STREETS

Walking

Walkability, access, and connections are essential components of a mobility system that easily and specifically accommodates pedestrians. Walkability is fostered by wide sidewalks, safe street crossings, features that encourage cautious driving, a pleasant and safe environment, and destinations to walk to. Walkways, safe crossings, paths, trails, and pedestrian short-cuts allow people to get from one destination point to another with ease. These features are important for providing connections to schools, parks, shopping, jobs, and between neighborhoods. Children, in particular, should be able to walk safely to school. Increased numbers of people walking along streets create a safer environment and thereby encourage others to also walk. High levels of pedestrian activity support active and vibrant urban communities.

In Laguna Hills, walkable environments will be created and enhanced by providing a pedestrian network that connects activity areas. Pedestrian improvements such as timed crosswalks, pedestrian grade separations from traffic, and enhanced lighting in areas with homes, jobs, shops, and schools can promote walkability and can help increase walking as a means of transportation and recreation. This reduces automobile travel and contributes to the overall health, vitality, and sense of community. The City will also strive to beautify certain streets within the community to add aesthetic appeal to various areas and enhance the City's overall identity.

Bikeways

Bicycling for recreation and transportation is a practical option for many in Laguna Hills. Increasing cycling opportunities in the City is an important Citywide goal. To achieve this goal, the City will provide



a convenient network of bike paths and lanes that connect residences, jobs, shopping, services, transit, recreation, civic uses, and schools. Convenient and secure bicycle parking, showers at places of employment, and an educated driving public can make biking more attractive. The City has an existing system of bikeways that provide internal community links as well as bicycle access to many of the surrounding communities. Laguna Hills utilizes the standards developed by Caltrans to classify bikeways within the City. Table M-2 describes the bike standards as well as general locations within the City.

Table M-2
Bikeway Classification Description

Type	Description	Location
Class 1 – Bike Path	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized	Portions of Aliso Creek, the San Diego Freeway, Oso and Alicia parkways, Paseo de Valencia, and through Veeh Ranch Park.
Class 2 – Bike Lane	Provides a striped lane for one-way bike travel on a street or highway.	Portions of Moulton, Alicia, and Oso parkways, Paseo de Valencia, Ridge Route, Lake Forest and Laguna Hills Drives, Los Alisos Boulevard, and La Paz Road.
Class 3 – Bike Route	Provides for shared use with pedestrian or motor vehicle traffic.	Portions of Cabot Road, Moulton Parkway, and Avenida de La Carlota.

In addition to the bikeways listed in Table M-2 and illustrated in Figure M-3, several arterials in the City have sufficient right-of-way to accommodate additional bikeways and could fill in missing links in the City's bike network. The City will continue to explore opportunities to upgrade and expand the bike network. A comprehensive bike network will provide an alternative to driving and will connect neighborhoods to shopping, jobs, services, schools, other activity centers, as well as the regional transportation systems.

Recreational Trails

Laguna Hills contains a network of pedestrian and equestrian trails that traverse portions of the City and connect to trails outside of the City, including nearby wilderness areas. Trails enhance community mobility and provide opportunities for recreation and exercise. A well-defined, interconnected trail system can also reduce dependence on the automobile for short local trips. The Conservation and Open Space Element describes the trail system.





Source: City of Laguna Hills, 2001.

Figure M- 3
Bicycle Network

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

An effective and efficient transit network is an important component of the Mobility Element. Connecting neighborhoods, shopping, services, and recreation areas to transit will reduce reliance on vehicles and achieve environmental benefits. As opportunity areas redevelop and provide additional housing, appropriate and effective transit should be in place.

Public bus service in Laguna Hills is provided by the Orange County Transportation Authority (OCTA). OCTA transit routes provide access to residences, jobs, recreation areas, civic uses, shopping, and services throughout Laguna Hills, and connect to numerous other destinations in Orange County. Some of the routes also connect to Metrolink and Amtrak rail services just south of the City in Laguna Niguel and north of the City in Irvine, at the Irvine Transportation Center. OCTA routinely updates its long-range service plans to respond to necessary changes to service levels and route configurations. Currently, 10 fixed routes provide bus service to portions of Laguna Hills. Table M-3 and Figure M-4 detail OCTA bus routes that provide service to Laguna Hills as of 2008. All routes, except bus route 70, serve the Laguna Hills Transportation Center, which is located near the Laguna Hills Mall. A park and ride facility is also located at the Laguna Hills Transportation Center and in the Laguna Hills Mall parking lot.

Table M-3 OCTA Bus Routes Serving Laguna Hills, 2008	
Route	Origin and Destination
70	Sunset Beach – Dana Point
83	Anaheim – Laguna Hills
87	Rancho Santa Margarita – Laguna Niguel
89	Mission Viejo – Laguna Beach
91	Laguna Hills – San Clemente
177	Foothill ranch – Laguna Hills
187	Laguna Hills – Dana Point
188	Laguna Hills – Irvine
212	Irvine – San Juan Capistrano Express
216	San Juan Capistrano – Costa Mesa Express

Source: Orange County Transportation Authority, 2008.

Expanding transit and paratransit options, including promoting increased use of transit among City residents and employees is an important City objective. The City will coordinate with OCTA to expand and improve bus service within the City, especially as opportunity areas redevelop and additional housing, shopping, and services are added. Where appropriate as justified by ridership, the City will also encourage the provision of attractive, well designed, and appropriate transit amenities such as shaded bus stop or shelters. No advertisements shall be allowed on bus stops/shelters/benches within the City.

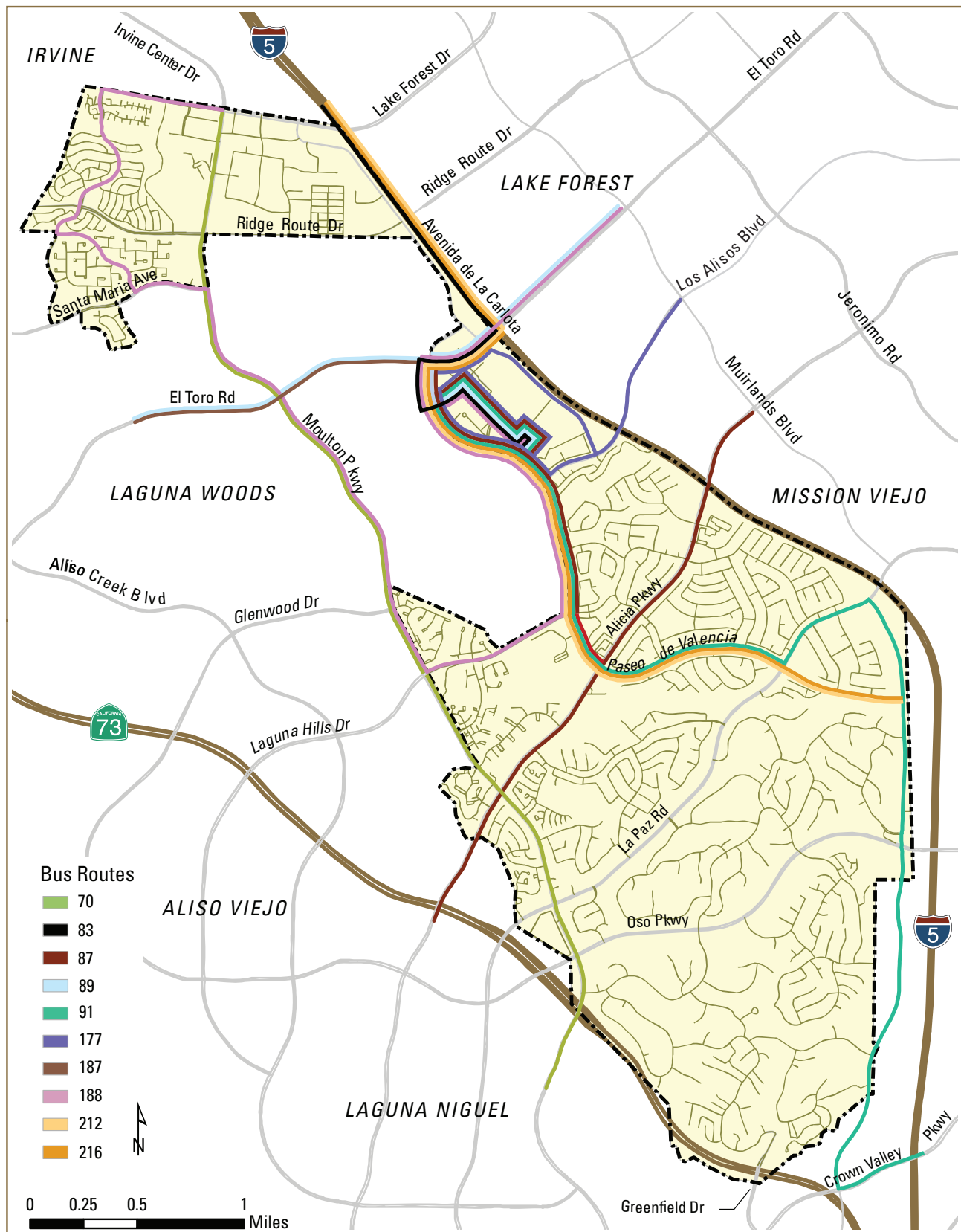


Figure M - 4
Orange County Transportation Authority
Bus Routes, 2008



Source: OCTA, 2008.

Paratransit

The Americans with Disabilities Act (ADA) requires all public transit operations to provide paratransit (door-to-door) service to persons whose disabilities prevent them from using accessible fixed-route public transit. Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. In Laguna Hills, OCTA provides shared-ride paratransit services via the ACCESS program for people who are unable to use the regular, fixed-route bus service because of functional limitations caused by a disability.

Rail Service

Rail service is an important mobility option for residents of Laguna Hills to reach destinations outside of the City. Although the City of Laguna Hills is not directly served by rail, the Laguna Niguel/Mission Viejo rail station is located approximately ½ mile south of Laguna Hills, within the City of Laguna Niguel. The Irvine station is located approximately 3 miles north of the City on Barranca Parkway. Both Metrolink and Amtrak trains serve these stations. Metrolink provides daily service to these stations, including weekends, via the Orange County Line, and the Inland Empire - Orange County Line.

The OCTA Board of Directors approved the Metrolink Service Expansion Program (MSEP) in 2005 with the goal of improving the frequency of rail service between the Fullerton and Laguna Niguel/Mission Viejo stations. Service could be expanded to provide trains every 30 minutes between these stations. Included in the program are station enhancements at the two stations nearest Laguna Hills: Irvine and Laguna Niguel/Mission Viejo. Improvements to the Irvine Station, including a 1,500-space parking structure, have been completed. Future improvements have been identified for the Laguna Niguel/ Mission Viejo station.

PARKING

Parking availability is important for the overall quality of life in Laguna Hills and the vitality of shopping and service areas. A lack of parking frustrates residents, businesses, and visitors, while too much parking wastes valuable land and impedes the City's economic, aesthetic, and environmental objectives. Greater management of parking spaces in the City can help achieve mobility, environmental, and community development goals. As portions of the City redevelop, additional parking may be necessary to accommodate greater intensity of development. It is important that parking demand generated by future development does not negatively impact adjacent uses and neighborhoods. The City will utilize a broad range of parking management tools and strategies to avoid excessive parking requirements and to prevent parking spillover effects.

Goals and Policies

The goals and policies section sets both broad and specific direction for the future of the City based on identified issues, as captured in the Guiding Themes and expressed by the community, City staff, and decision makers.

Six major issue areas are addressed in the goals and policies of the Mobility Element. These major issues are:

- Providing an efficient street network within the community;
- Utilizing traffic calming and other techniques to improve safety for motorists, pedestrians and cyclists;
- Increasing cycling and walking in the community through expanded networks and amenities;
- Enhancing the character and identity of Laguna Hills;
- Encouraging alternatives to driving by promoting transit use and other innovative mobility strategies; and
- Providing appropriate parking and using creative parking solutions to manage parking.

EFFICIENT LOCAL AND REGIONAL SYSTEM

Safe and convenient access to jobs, housing, and other activities in the community can be provided by a well-designed local street system that connects to a well-developed regional circulation system. Planning for the needs of Laguna Hills necessarily involves coordinating the related transportation needs and planning efforts of surrounding cities, Orange County, regional agencies, and the State and federal government.

Goal M-1: Provide a safe and efficient local transportation system consistent with the general County standards and the regional system.

Policy M-1.1: Consider and address regional traffic generation and impacts from development in surrounding communities when planning improvements to the local circulation system.

Policy M-1.2: Coordinate intersection signalization to encourage improved traffic flow on arterial streets.

Policy M-1.3: Require new development and redevelopment to minimize traffic impacts and to incorporate mitigation or payment of “fair share” of improvements.

Policy M-1.4: Work with neighboring cities to address impacts of new development that cross jurisdictional boundaries.

TRAFFIC CALMING AND SAFETY

Policies in this section seek to enhance vehicular, pedestrian, and bike safety in Laguna Hills by providing better traffic management, traffic calming techniques, and enforcement of traffic laws. In particular, traffic calming techniques in appropriate locations can reduce vehicle speeds, discourage shortcutting traffic, and improve the pedestrian environment.

Goal M-2: Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists.

Policy M-2.1: Enhance traffic safety in the community using traffic engineering evaluations and site specific traffic calming measures determined appropriate for the selected location and street.

Policy M-2.2: Increase enforcement of traffic laws in high accident rate areas.

Policy M-2.3: Reduce congestion in areas surrounding schools, parks, and other activity centers by applying effective traffic management solutions.

Policy M-2.4: Protect residential neighborhoods from cut-through traffic and other traffic-related issues by continuing to implement appropriate traffic engineering measures.

WALKING AND CYCLING

Walking and bicycling, for both recreation and commuting, play increasingly significant roles as alternatives to the automobile. A safe, accessible pedestrian and biking network will connect key activity centers within the community to promote walking and biking in Laguna Hills. A variety of techniques, such as street trees, bike racks, enhanced crosswalks, street furniture, and way finding signs, will contribute to an increased walking- and bike-friendly community.

Goal M-3: Create a community where walking and cycling are practical, safe, and fun options for travel.

Policy M-3.1: Continue to extend and maintain pedestrian paths, bikeways, and equestrian trails that connect to local and regional activity centers.

Policy M-3.2: Increase walkability by making sidewalk improvements, increasing shade trees, providing street furniture (such as benches and water fountains), and improving access ramps.

Policy M-3.3: Enhance lighting and crosswalks for safety, if needed, at the busiest locations and activity centers in Laguna Hills.

Policy M-3.4: Fill in gaps in the bikeway system and enhance the current system with more shade from trees, improved signage, and striping.

Policy M-3.5: Discourage frequent driveway curb cuts along Mobility Element roadways and encourage reciprocal access between properties to minimize the number of conflict points between autos, pedestrians, and cyclists.

Policy M-3.6: Make improvements that support safe routes to schools, parks, and neighborhood activity centers.

Policy M-3.7: Encourage the provision of bicycle facilities in activity centers, places of employment, and public transit systems.

BEAUTIFUL STREETS

Beautifying the streets of Laguna Hills, through landscaping and other features, will contribute to a greater sense of place and bolster the City's identity. Enhanced streetscapes are also more pleasant for pedestrians and contribute to the overall walkability of the community.

Goal M-4: Enhance the City's streetscapes and beautify the overall driving experience in Laguna Hills.

Policy M-4.1: Enhance major entryways, arterials, and the median islands adjacent to activity centers through the use of gateway features, signs, wayfinding markers, lighting, and landscaping.

Policy M-4.2: Create streetscapes that are interesting, attractive, and improve water quality.

Policy M-4.3: Preserve designated scenic vistas and views of natural and man-made landmarks as viewed from the City's arterials.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

An efficient and successful transit system in Laguna Hills will contribute to reduced traffic congestion, reduce the need for costly roadway improvement projects, and improve air quality. Transit also provides mobility options to those residents who cannot drive or choose not to drive, such as youth and seniors.

Transportation demand management strategies will help to address a

variety of traffic problems and provide secondary economic, social, and environmental benefits. Transportation demand management strategies are some of the most cost-effective ways to improve mobility in the community.

Goal M-5: Promote a variety of alternative modes of travel and creative solutions to reduce single occupancy vehicle travel.

Policy M-5.1: Promote express bus routes and paratransit service to regional activity centers, such as college campuses, Metrolink, and John Wayne Airport.

Policy M-5.2: Encourage ridesharing and transit use through public education programs.

Policy M-5.3: Work with private developers to implement creative transportation demand management solutions, such as ride-sharing, carpooling, and flexible work schedules.

Policy M-5.4: Educate residents of all ages about local mobility choices.

Policy M-5.5: Work with local schools to improve and advertise nonautomotive options for youths and teens to get to school and after-school activities.

Policy M-5.6: Evaluate the transportation needs of seniors, including paratransit service for seniors and disabled persons.

Policy M-5.7: Where appropriate based on ridership, provide non-advertising transit shelters and benches that are appropriately located, well designed, comfortable, and attractive.

PARKING

Vehicular parking is a necessary component of any land use. New development and redevelopment projects will provide sufficient parking to meet the generated demand. At the same time, the City will employ innovative parking management solutions to avoid excessive parking requirements that detract from the economic, environmental, and aesthetic objectives of projects. Reduced parking requirements may be provided in areas that are highly walkable and well served by transit.

Goal M-6: Ensure adequate parking is provided for all uses in the community without unnecessarily impeding new development and redevelopment.

Policy M-6.1: Reduce the amount of land devoted to parking, if feasible, by integrating multiple use and creative parking solutions that still provide adequate parking for all uses.

Policy M-6.2: Provide options for convenient and accessible parking that foster economic growth and protect the quality of life of the residential neighborhoods.

Policy M-6.3: Develop flexible and creative solutions for parking in the Urban Village that respect its proximity to transit and park and ride, and its mix of uses.

Policy M-6.4: Encourage parking in shared surface lots or parking structures to make the most efficient use of land.

Policy M-6.5: Identify solutions to neighborhood- and activity-specific parking issues through implementation of a broad range of parking management tools and strategies.

Summary of Approach

The goals, policies, and programs in the Mobility Element will help the City to improve streets for safer automobile travel and for pedestrians, bikes, and transit users. The Mobility Element encourages safer travel and the use of alternative transportation options with particular emphasis on improvements to community connectivity through enhanced pedestrian and bicycle routes and greater transit use. Table M-6 identifies the six major issue areas guiding the Mobility Element. These major issues represent the direction the City will take in its mobility goals, policies, and programs to implement the vision of Laguna Hills as captured in the Guiding Themes and expressed in the Mobility Plan.

Table M-4
Description of Actions to Address Mobility Issues

Issues	Element	Section	Policy	Programs	Figure	Table
Efficient Local and Regional System	Mobility	Efficient Local and Regional System	M-1.1 through M-1.4	M-1 through M-4, M-8	Figure M-1 (Street Network)	Table M-1 (Level of Service Description)
Traffic Calming and Safety	Mobility	Traffic Calming and Safety	M-2.1 through M-2.4	M-6, M-10	Figure M-2 (Traffic Calming Techniques)	
Walking and Cycling	Mobility	Walking and Cycling	M-3.1 through M-3.7	M-4 through M-7	Figure M-3 (Bicycle Network)	Table M-2 (Bikeway Classification Description)
	Conservation and Open Space	Parks and Play	COS-1.17, 2.1, 2.3, 2.8	COS-6	COS-3 (Trails Plan)	COS-5 (Existing Pedestrian/ Equestrian Trails and Multi-use Corridors within Laguna Hills)
Beautiful Streets	Mobility	Beautiful Streets	M-4.1 through M-4.3	M-11, M-12		
Transit and Transportation Demand Management	Mobility	Transit and Transportation Demand Management	M-5.1 through M-5.7	M-4, M-8	Figure M-4 (OCTA Bus Routes, 2008)	Table M-3 (OCTA Bus Routes Serving Laguna Hills)
Parking	Mobility	Parking	M-6.1 through M-6.5			

Chapter 9-102**URBAN VILLAGE TRAFFIC
IMPACT/MITIGATION FEE PROGRAM****Sections:**

- 9-102.010 Purpose.**
9-102.020 Findings.
**9-102.030 Urban Village Traffic
Impact/Mitigation Fee Program.**
**9-102.040 California Environmental Quality
Act.**

9-102.010 Purpose.

The purpose of this chapter is to establish a Traffic Impact/Mitigation Fee Program for the Urban Village Specific Plan ("Plan") area that will assist in mitigating the cost of roadway improvements that are partly required as a result of new development within the plan area. (Ord. 2006-1 § 1 (part))

9-102.020 Findings.

- A. The Laguna Hills Urban Village Traffic Impact/Mitigation Fee Study, dated June 1, 2005, (the "Study"), complies with California Government Code Section 66001 by establishing the basis for the imposition of fees on new development. In particular, the study:
1. Identifies the purpose of the fee;
 2. Identifies the use to which the fee will be put;
 3. Shows a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
 4. Shows a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed; and
 5. Shows a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributed to the development on which the fee is imposed.
- B. The fees collected pursuant to this chapter shall be used to assist in financing the cost of the public facilities described or identified in the study (the "Improvements").
- C. After considering the descriptions of the improvements and cost estimates identified in the study, the City Council approves such project descriptions and cost estimates, and finds them reasonable as the basis for calculating and imposing the traffic impact/mitigation fee.

- D. The improvements and fee methodology identified in the study are consistent with the City's general plan. (Ord. 2006-1 § 1 (part))

9-102.030 Urban Village Traffic Impact/Mitigation Fee Program.

- A. The Laguna Hills Urban Village Traffic Impact/Mitigation Fee Study, dated June 1, 2005, which is attached hereto and is incorporated herein by reference, is approved and adopted as the basis for establishing the Urban Village Traffic Impact/Mitigation Fee Program. The study is on file with the City Clerk.
- B. Definitions:

"Development permit" means any permit or approval from the city of Laguna Hills including, but not limited to, a general plan amendment, zoning or rezoning of property, a conditional use permit, subdivision map, revised final planned development, building permit, or other permit for construction or reconstruction.

"New development" means a development project requiring a development permit under the Laguna Hills Municipal Code ("LHMC").

"Traffic impact/mitigation fee" means three thousand nine hundred fourteen dollars (\$3,914.00) per each new PM peak hour trip as determined by the City Engineer based upon a traffic study.

"Urban Village Specific Plan area" means the two hundred forty (240) acres comprising the geographic area of the Urban Village Specific Plan.

- C. Imposition of Fee and Payment. The traffic impact/mitigation fee shall be imposed as a condition of issuance of any development permit in the Urban Village Specific Plan area and, except as otherwise provided by state law, shall be paid prior to the issuance of a grading permit, if any, or the first building permit for the project.
- D. Exemptions. The following new development is exempt from paying a traffic impact/mitigation fee:
1. Projects where a traffic study, or other reliable data, indicates no new PM peak hour trips will be generated, as confirmed by the City Engineer;
 2. On single-family unit on a lot legally existing as of the effective date of the ordinance codified in this chapter which is consistent with the general plan and zoning designations of the Laguna Hills Municipal Code;
 3. Second dwelling units on residential single-family lots;
 4. Additions of accessory structures to single-family homes;

5. Addition of habitable living space to an existing single-family home.
- E. Use of Fee. The traffic impact/mitigation fee shall be solely used: (1) for the purposes described in the study; (2) for reimbursing the city for new development's fair share of the improvements identified in the study already constructed by the city; (3) for reimbursing developers who have constructed the improvements described in the study where those facilities were beyond that needed to mitigate the impacts of the developer's project or projects.
- F. Fee Review. Annually, as part of the budget process, the City Engineer shall review the estimated cost of the improvements, the continued need for those improvements, and the reasonable relationship between such need and the impacts of the various types of development pending or anticipated and for which this fee is charged. The City Engineer shall report his or her findings to the City Council at a noticed public hearing and recommend any adjustment to the traffic impact/mitigation fee or other action as may be needed.

(Ord. 2006-1 § 1 (part))

9-102.040 California Environmental Quality Act.

The City Council determines that the approval of the Laguna Hills Urban Village Traffic Impact/Mitigation Fee Study, dated June 1, 2005, and the adoption of this Traffic Impact/Mitigation Fee Ordinance codified in this chapter is statutorily exempt from the requirements of the California Environmental Quality Act ("CEQA") pursuant to Section 21080(b)(8) of the Public Resources Code because the fees collected from the ordinance codified in this chapter will be used for transportation infrastructure necessary to maintain an acceptable level of service on existing roadways and intersections within the city. (Ord. 2006-1 § 2)

.....

Laguna Hills Urban Village Traffic Impact Mitigation Fee Study

for the



City of Laguna Hills

June 1, 2005

.....
William E. Stracker, PE, TE
410 Monte Vista
Irvine, CA 92602
(714) 338-9592



**BUREAU
VERITAS**

Berryman & Henigar

TABLE OF CONTENTS

INTRODUCTION AND PURPOSE OF THE IMPACT FEE STUDY	1
FUTURE GROWTH WITHIN THE URBAN VILLAGE.....	2
Specific Plan Traffic Area Zones	
Proportioning the Trip Budget	
NEED FOR URBAN VILLAGE IMPACT FEE	4
TRANSPORTATION SYSTEM IMPROVEMENTS.....	16
URBAN VILLAGE TRAFFIC IMPACT FEE.....	16
Methodology to Determine Fair Share Calculation	
Fair Share Calculation	

APPENDICES

EXHIBIT A – CAPITAL PROJECTS
EXHIBIT B – BENEFIT/COST CALCULATIONS

LIST OF TABLES

TABLE I –	SPECIFIC PLAN TRAFFIC AREA ZONES.....	7
TABLE II A – II D	URBAN VILLAGE NEW TRIP BUDGET.....	8
TABLE III A – III D	ROADWAY SEGMENT LEVELS-OF-SERVICE.....	12
TABLE IV A – IV D	URBAN VILLAGE BENEFITS/COSTS/FEE SUMMARY.....	18
TABLE V –	URBAN VILLAGE TRAFFIC MITIGATION FEE.....	22

LIST OF FIGURES

FIGURE 1 – LAGUNA HILLS URBAN VILLAGE.....	5
FIGURE 2 – URBAN VILLAGE TRAFFIC AREA ZONES.....	6

INTRODUCTION AND PURPOSE OF THE IMPACT FEE STUDY

On November 26, 2002, the City of Laguna Hills City Council adopted the Urban Village Specific Plan (Specific Plan) and approved a Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA). The Specific Plan area or "Urban Village" consists of approximately 240 acres and contains a mixture of existing land uses, including the City Hall, Laguna Hills Mall, Saddleback Hospital, medical and professional offices, financial institutions, a post office, restaurants, residential, and other retail uses.

The Specific Plan envisions a village-like downtown core with a distinct village identity that will serve as a regional and community destination. The Specific Plan contemplates new retail, hotel, residential, and office uses within the Specific Plan area. Future development intensity within the Urban Village is subject to vehicle "trip budget" limits established in the City's General Plan. The Specific Plan allows for flexibility in development options within the Urban Village, so long as the trips budgeted for the area is not exceeded.

The City contracted with the firm of Linscott, Law & Greenspan (LL&G) to prepare an updated traffic study to validate the traffic projections in the General Plan Master EIR. They were also to assess the remaining trip budget available for new development within the Urban Village. LL&G concluded that the traffic projections were still valid, but the total trip budget had been reduced due to new development projects within the area. The trip budget threshold volumes were found to be 1,035 AM peak hour trips and 1,134 PM peak hour trips. Those are the maximum threshold volumes available for new development within the Urban Village.

The additional traffic from the expansion of an existing use, construction of new development or an intensification of existing facilities must be within the established trip budget. This is determined through the preparation of a comprehensive traffic study for each proposed development. Applicants are permitted to develop their property to the maximum intensity consistent with the Specific Plan upon verification that the traffic impacts are within those trip budget limits.

New development within the Urban Village will add traffic to the adjacent arterial street system, which consists of El Toro Road, Paseo de Valencia, and Avenida de la Carlota. These additional trips will decrease the Level of Service (LOS) on these roadways to unacceptable levels. To achieve an acceptable LOS on these roadways, the City has determined that certain improvements to these roadways such as additional lanes, turning lanes and street widening will be required to increase their capacity. Because new development within the Urban Village will add traffic to these roadways, the City has determined that future project applicants should be required to pay their "fair share" for these improvements. The City has prepared this Fee Study to (1) document the "nexus" between future development within the Specific Plan area and the benefit upon the development from the arterial improvements adjacent to the Village, and (2) describe the "fair share" methodology by which the improvements may be funded based upon a "fair-share" allocation.

The Fee Study is intended to satisfy the requirements of the Mitigation Fee Act (MFA) (California Government Code, Chapter 5, 66000-66008 (also known as AB 1600). The MFA generally requires that a reasonable relationship be demonstrated between (1) the use of the fee and the type of project on which the fee is imposed; (2) the need for a facility and the type of development on which the fee for the facility is imposed; and (3) the amount of the fee and facility cost attributable to the project on which the fee is imposed. The MFA prohibits the City from imposing and using the fee to correct existing problems or to make the improvements for existing development.

The Fee Study establishes the reasonable relationship or "nexus" required by the MFA. As documented below, the fee will be used to mitigate the Urban Village's contribution of traffic to the adjacent arterials and intersections that will be improved. The fee is based on the number of trips that future development projects generate and represents the proportional "fair share" of the improvement cost attributable to new development. The fee will be imposed on all new development within the Urban Village.

The information included in the Fee Study is based upon the following documents, which are available for public review at the City's Community Development Department:

1. City of Laguna Hills Urban Village Specific Plan, adopted by the City Council on November 26, 2002.
2. City of Laguna Hills, Urban Village Specific Plan Final Mitigated Negative Declaration, approved by the City Council on November 26, 2002 (MND)
3. Linscott, Law and Greenspan (LL&G) Laguna Hills Urban Village Specific Plan Traffic and Parking Study dated March 7, 2002.
4. Existing traffic volume counts and projections were obtained from recent counts completed by the City of Laguna Hills and from the LL&G study.

FUTURE GROWTH WITHIN THE URBAN VILLAGE

According to the Specific Plan and the MND, the following new development, or combination thereof is anticipated to occur within the Urban Village:

Retail:	183,000 square feet
Hotel:	250 Rooms
Residential:	200 Dwelling Units
Medical Office: (No general office)	138,000 square feet
General Office: (No medical office)	380,000 square feet

Specific Plan Traffic Area Zones (TAZ)

The Urban Village Specific Plan area is partitioned into nine "Traffic Area Zones" (TAZ's), TAZ 613 through TAZ 621, as shown on Figure II-1 in the City's General Plan. The area partitioned is bordered by Interstate 5 on the east, Los Alisos Boulevard on the south, Paseo de Valencia on the west, and a point north of Paseo de Valencia/Avenida de la Carlota intersection. Each TAZ is an incremental land use area that is assigned a specific number of maximum vehicle trips based upon the General Plan land use proposals. Those trips will impact the adjacent arterial highway network of, primarily, El Toro Road, Paseo de Valencia, and Avenida de la Carlota. Each TAZ is subject to the trip budget limitations noted above. Tables 1 through 4 in the LL&G report shows the methodology and analysis used to develop the past and current trip budget estimates and limitation. Table I summarizes the number of trips remaining in the approved trip budget or exceeding the budget for each TAZ. It shows this information as the amount of daily, 11,739 trips remaining; morning peak hour (AM), 1,035 trips remaining; and afternoon peak hour (PM), 1,134 trips remaining. Those remaining trips are based upon the total new trips that are assignable to the Urban Village project and subtracting the trips that have previously been assigned to the project. This methodology should be carried through to determine the available trips as budgeted in the City's General Plan. The PM peak hour volume of 1,134 trips is the threshold volume used for the new development within the Urban Village.

Proportioning the Trip Budget

The trip budget figure of 1,134 PM trips is the threshold volume used for new development within the Urban Village based upon the current and proposed land uses. Those trips are the total traffic that will be distributed to the adjacent arterial highway system from the Specific Plan area. A developer is permitted to develop his property within the Urban Village to the maximum extent permissible consistent with the Specific Plan. This being the case, the location in the Village and intensity of development will determine the significance of the impact on the adjacent individual street capacity. Thus more intense development in the TAZs impacting El Toro Road will have a proportionally greater impact on El Toro Road than the other streets, more intense development in the TAZs impacting Paseo de Valencia will have a proportionally greater impact on Paseo de Valencia than the other streets, etc. This development intensity must be consistent with the threshold volume of 1,134 PM trips and not be greater than the maximum trips allowed from each individual TAZ shown on Table I. Therefore the following development scenarios are addressed in this study:

- A. Proportional Development:** This scenario evenly proportions the threshold volume across the TAZs that have trips remaining (616 through 621) on Table I.
- B. El Toro Road Development:** This scenario proportions the threshold trips based upon the maximum development intensity impacting El Toro Road.
- C. Paseo de Valencia Development:** This scenario proportions the threshold trips based upon the maximum development intensity impacting Paseo de Valencia.
- D. Avenida de la Carlota Development:** This scenario proportions the threshold trips based upon the maximum development intensity impacting Avenida de la Carlota.

Tables II-A through II-D shows the trips allocated to each of the arterial streets from the Urban Village as a result of the above development scenarios. This summarizes the Table I information for each TAZ showing the amount of new PM peak hour trips impacting each adjacent arterial street. Those trips are assigned and distributed onto the selected streets to determine the additional capacity that will be required due to the increase in total PM traffic volume. The PM peak traffic is used because it is a higher volume when compared to the AM peak hour traffic and therefore will be used for analysis of the traffic impact on the local street system.

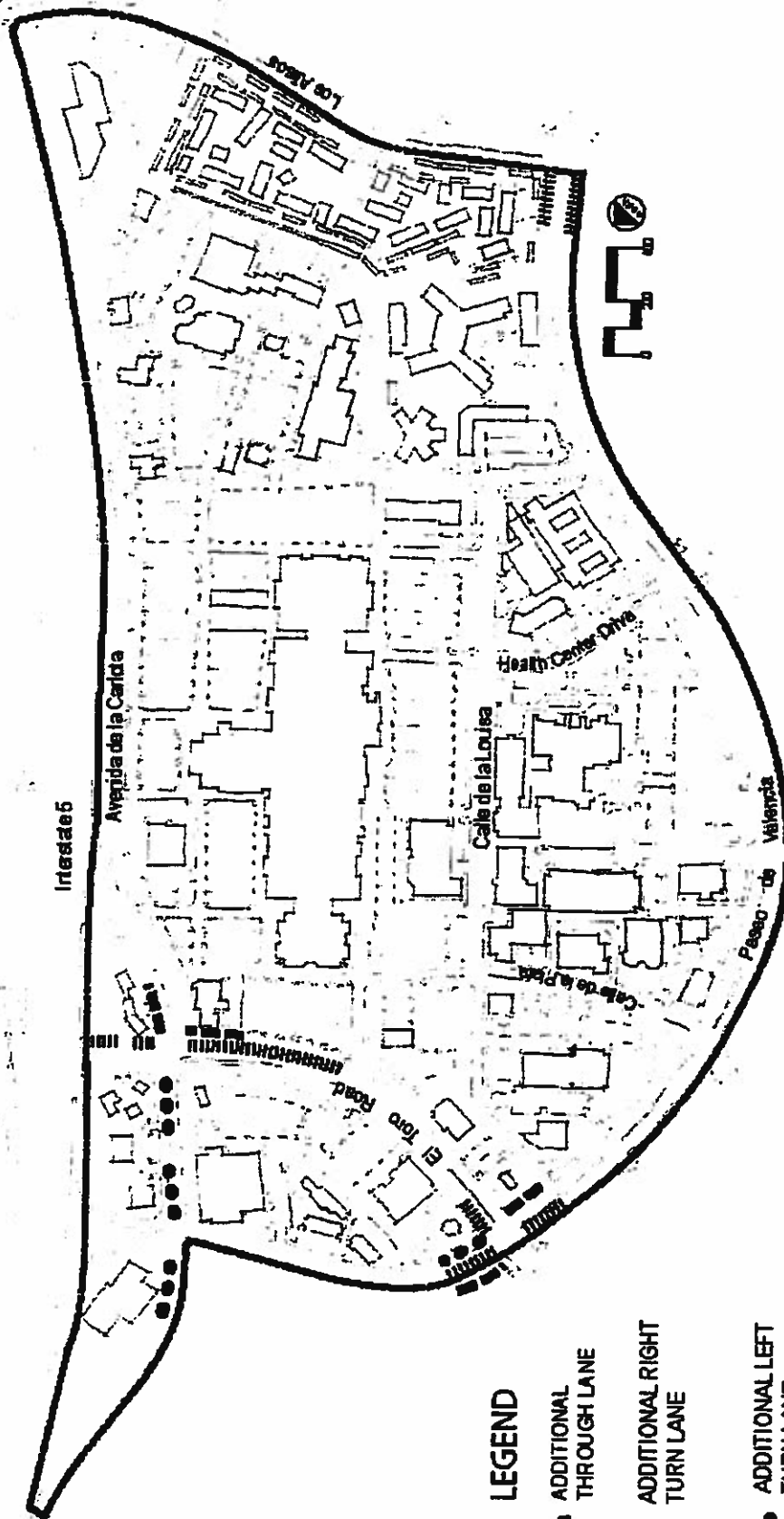
NEED FOR URBAN VILLAGE IMPACT FEE (UVIF)

This section documents the existing and future congestion levels that demonstrate the need for future improvements to the arterial system adjacent to the Urban Village. As discussed below, new development within the Urban Village will add a significant amount of traffic trips to the adjacent arterial system that create the need for the proposed improvements. The UVIF is necessary to ensure that new development within the Urban Village pays its fair share for these improvements.

Level-of-Service (LOS) qualitatively measures the operating conditions within a transportation system. LOS ranges from LOS A (free-flowing traffic) to LOS F (overload conditions). For the purposes of this study and traffic conditions, LOS D is the minimum satisfactory service level for the arterials adjacent to the Urban Village.

Level-of-Service	Volume/Capacity Ratio
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	Over 1.00

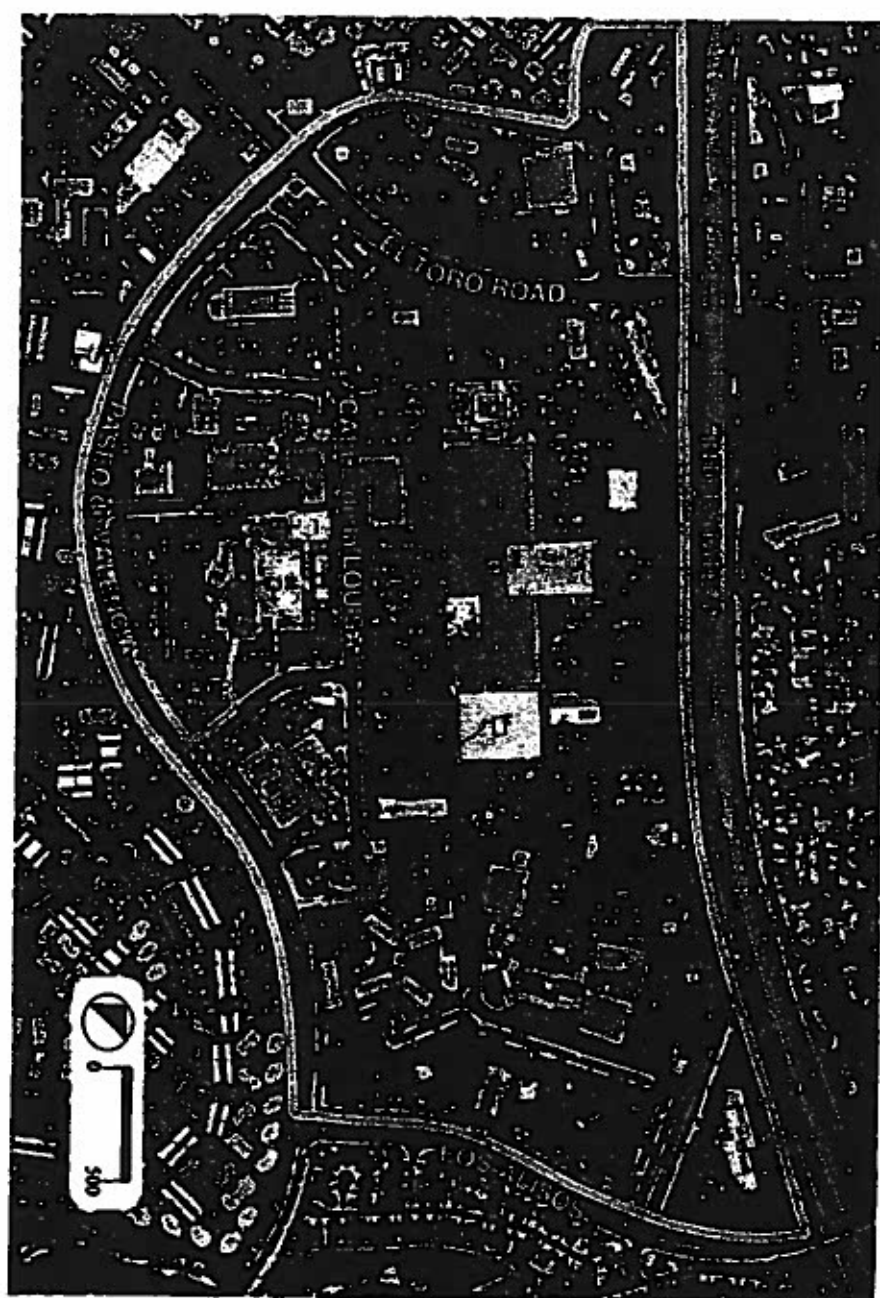
To determine the roadway level-of-service, the PM peak hour traffic summarized for each TAZ on Tables II-A through II-D was distributed onto each of the adjacent roadways. The traffic was distributed onto the arterial streets by a directional percentage of traffic determined by an analysis of generators and attractors within the area and a sight reconnaissance of the traffic flow. Generators and attractors include the residential areas to the north and south of the Village and locations that would be accessible by the I-5 Freeway and other streets within the area. The resultant traffic volumes on each street segment were then totaled to determine a total peak hour volume that was then used for the LOS values. The capacity and volume information shown on Table A-3 in the LL&G Report was used as a basis and updated to reflect current available volume and LOS information.



Road Improvements

date: July, 2002 fig. 32

Laguna Hills Urban Village



LAGUNA HILLS URBAN VILLAGE AREA

CITY OF LAGUNA HILLS

GENERAL PLAN

Figure II-1
Urban Village - Traffic Area Zones

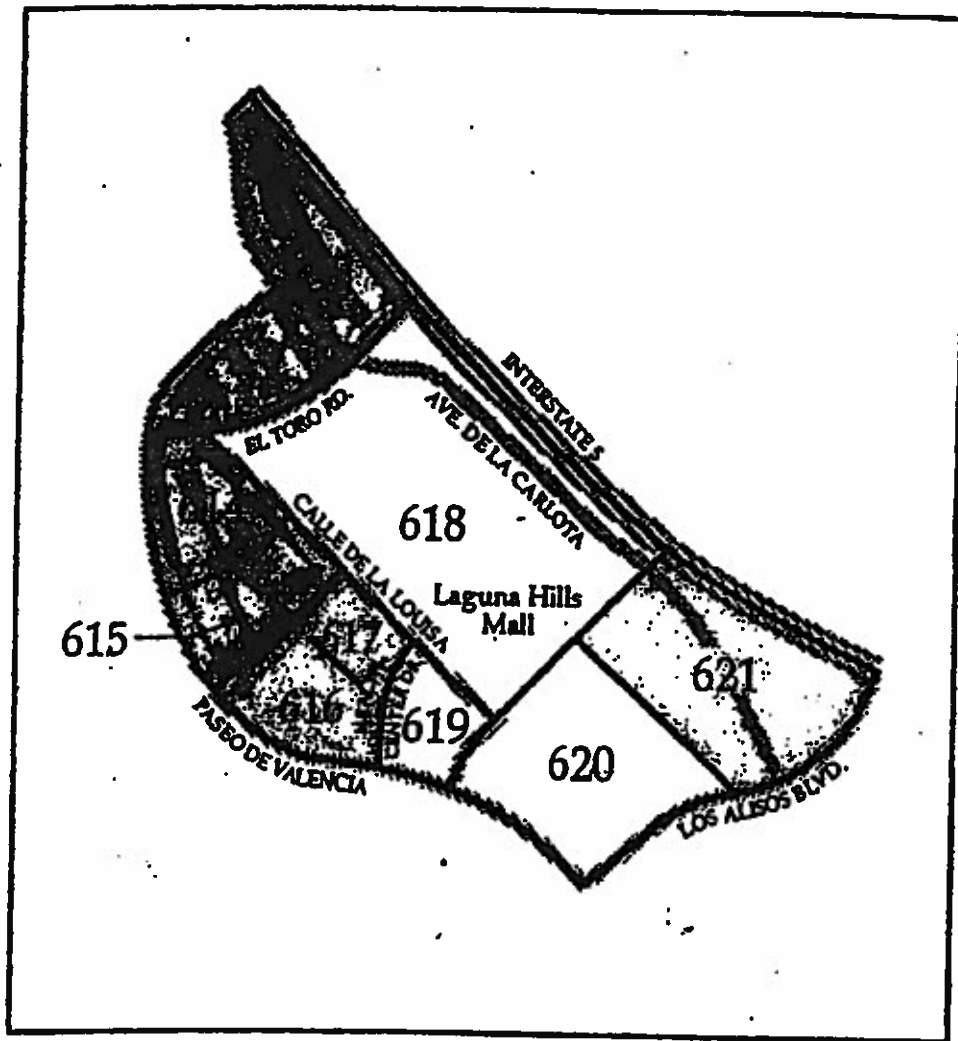


TABLE I
LAGUNA HILLS URBAN VILLAGE
SPECIFIC PLAN
TRAFFIC AREA ZONES

Amount of new trips available as approved in the General Plan
Trips Remaining (+) or Exceeding Budget (-)

<u>Description</u>	<u>Daily</u>	<u>AM Peak</u>	<u>PM Peak</u>	<u>Pro-rated</u>
TAZ 613 North of El Toro Road	-3,338	-66	-306	N/A
TAZ 614 East of PDV South of El Toro Rd, N/o La Plata West of La Louisa	-2,588	-69	-219	N/A
TAZ 615 South of La Plata to Magdalena between PDV And La Louisa	-7,659	-87	-614	N/A
TAZ 616 & 617 South of Magdalena to Health Center Drive Between PDV & La Louisa	+1,655	+158	+171	85
TAZ 618 Laguna Hills Mall-El Toro Road to Caballeros between I-5 and La Louisa	+20,566	+884	+1,810	903
TAZ 619 Health Center Drive to Caballeros between La Louisa and PDV	+492	+48	+51	26
TAZ 620 N/o Los Alisos Cnr of PDV	+1,139	+79	+108	54
TAZ 621 E/o 620 to I-5	+1,472	+88	+133	66
TAZ 613 through TAZ 621	+11,739	+1,035	+1,134	1,134
SUMMARY:	Existing Trips – 1,139		New Trips – 2,273	
TRIP BUDGET	1,134 PM TRIPS			

TABLE II - A

LAGUNA HILLS URBAN VILLAGE

NEW TRIPS BUDGET
(PM Peak Hour)

PROPORTIONAL DEVELOPMENT		Paseo de Valencia (PDV)			El Toro (ET)			Avenida de la Carlota (AdIC)		
Traffic Area Zone (TAZ)	Total New Trips *	(%)	% TAZ	Volume	% Total	% TAZ	Volume	% TAZ	Volume	% Total
613	N/A									
614	N/A									
615	N/A									
616/617	85	7.50	70.18	60	15.19	29.82	25		0	
618	903	79.63	30.00	270	68.35	20.00	181	50.00	452	95.56
619	26	2.29	60.78	16	4.05	39.22	10	0	0	
620	54	4.76	79.63	43	10.89	0	0	20.37	11	2.33
621	66	5.82	9.77	6	1.52	75.19	50	15.04	10	2.11
TOTAL	1,134	100.00	34.83	395	100.00	23.46	266	41.71	473	100.00

* Based upon Table 4 LL&G Traffic Study and Table I This Report

TABLE II - B

LAGUNA HILLS URBAN VILLAGE

NEW TRIPS BUDGET
(PM Peak Hour)

EL TORO ROAD DEVELOPMENT INTENSITY			Paseo de Valencia (PDV)			El Toro (ET)			Avenida de la Carlota (AdIC)		
Traffic Area Zone (TAZ)	Total New Trips *	(%)	% TAZ	Volume	% Total	% TAZ	Volume	% Total	% TAZ	Volume	% Total
613	N/A										
614	N/A										
615	N/A										
616/617	92	8.11	45.65	42	15.19	54.35	50	9.40	0	0	0
618	862	76.01	21.69	187	68.35	42.11	363	68.04	36.20	312	95.56
619	31	2.73	35.48	11	4.05	64.52	20	3.76	0	0	0
620	38	3.35	78.95	30	10.89	0	0	0	21.05	8	2.33
621	111	9.79	3.60	4	1.52	90.09	100	18.80	6.31	7	2.11
TOTAL	1,134	100.00	34.83	274	100.00	23.46	533	100.00	41.71	327	100.00

* Based upon Table 4 LL&G Traffic Study and Table I This Report

TABLE II - C

LAGUNA HILLS URBAN VILLAGE

NEW TRIPS BUDGET
(PM Peak Hour)

PASEO DE VALENCIA DEVELOPMENT INTENSITY			Paseo de Valencia (PDV)			El Toro (ET)			Avenida de la Carlota (AdIC)		
Traffic Area Zone (TAZ)	Total New Trips *	(%)	% TAZ	Volume	% Total	% TAZ	Volume	% Total	% TAZ	Volume	% Total
613	N/A										
614	N/A										
615	N/A										
616/617	132	11.64	91.67	121	15.19	8.33	11	9.40	0	0	0
618	834	73.55	64.99	542	68.35	10.07	84	68.04	24.94	208	95.56
619	37	3.26	86.49	32	4.05	13.51	5	3.76	0	0	0
620	91	8.02	94.51	86	10.89	0	0	0	5.49	5	2.33
621	40	3.53	30.00	12	1.52	57.50	23	18.80	12.50	5	2.11
TOTAL	1,134	100.00	69.93	793	100.00	10.85	123	100.00-	19.22	218	100.00

* Based upon Table 4 LL&G Traffic Study and Table I This Report

TABLE II - D

LAGUNA HILLS URBAN VILLAGE

NEW TRIPS BUDGET
(PM Peak Hour)

AVENIDA DE LA CARLOTA DEVELOPMENT INTENSITY			Paseo de Valencia (PDV)			El Toro (ET)			Avenida de la Carlota (AdIC)		
Traffic Area Zone (TAZ)	Total New Trips *	(%)	% TAZ	Volume	% Total	% TAZ	Volume	% Total	% TAZ	Volume	% Total
613	N/A										
614	N/A										
615	N/A										
616/617	24	2.12	70.83	17	15.19	29.17	7	9.40	0	0	0
618	1,032	91.00	7.37	76	68.35	4.94	51	68.04	87.69	905	95.56
619	8	0.71	62.50	5	4.05	37.50	3	3.76	0	0	0
620	34	3.00	35.29	12	10.89	0	0	0	64.71	22	2.33
621	36	3.17	5.55	2	1.52	38.89	14	18.80	55.56	20	2.11
TOTAL	1,134	100.00	9.88	112	100.00	6.61	75	100.00	83.51	947	100.00

* Based upon Table 4 LL&G Traffic Study and Table I This Report

TABLE III - A

**ROADWAY SEGMENT LEVELS OF SERVICE
PM PEAK HOUR CONDITIONS/IMPACT**
Proportional Trip Budget

ROADWAY SEGMENT	Existing Lanes	Existing Capacity (LOS D) (a)	MPAH Future Lanes	Future Capacity (LOS D) (a)	Existing (Actual Counts)			Distributed New Trips				MPAH Ultimate				
					PM Peak Hour Trips	V/C	LOS	PM Peak Hour Segment	Total PM Trips	Existing V/C	LOS	Ultimate V/C	LOS	Available Capacity LOS D	Capacity Required LOS D	% Impact LOS D
Avenida De La Carlota																
Paseo de Valencia to Mall Driveway	4	3,150	4	3,150	2,139	0.679	B	402	2,541	0.807/D		0.841/D		1,011	402	39.8%
El Toro Road																
Paseo De Valencia - I-5	6	4,725	7	5,513	4,688	0.982	E	667	5,355	1.13/F		0.971/E		825	1,262	100%
Paseo De Valencia																
El Toro - Health Center Health Center - Los Aliso	5 5	3,938 3,938	6 6	4,725 4,725	2,933 4,143	0.745 1.05/F	C F	316 159	3,249 4,302	0.825/D 1.09/F		0.688/B 0.910/E		1,792 582	316 637	17.6% 100%

Reference: Laguna Hills Urban Village Specific Plan Traffic and Parking Study, Dated March 7, 2002, by Linscott Law, & Greenspan
(a) Table A-3 LL&G Report - Conversion from LOS E to LOS D

TABLE III - B

**ROADWAY SEGMENT LEVELS OF SERVICE
PM PEAK HOUR CONDITIONS/IMPACT**
El Toro Development Intensity

ROADWAY SEGMENT	Existing Lanes	Existing Capacity (LOS D) (a)	MPAH Future Lanes	Future Capacity (LOS D) (a)	Existing (Actual Counts)			Distributed New Trips				MPAH Ultimate				
					PM Peak Hour Trips	V/C	LOS	PM Peak Hour Segment	Total PM Trips	Existing V/C	Existing LOS	Ultimate V/C	Ultimate LOS	Available Capacity LOS D	Capacity Required LOS D	% Impact LOS D
Avenida De La Carlota																
Paseo de Valencia to Mall Driveway	4	3,150	4	3,150	2,139	0.679	B	278	2,417	0.767/C		0.767/C		1,011	278	27.5%
El Toro Road																
Paseo De Valencia - I-5	6	4,725	7	5,513	4,688	0.992	E	741	5,429	1.15/F		0.985/E		825	1,344	100%
Paseo De Valencia																
El Toro - Health Center	5	3,938	6	4,725	2,933	0.745	C	244	3,177	0.792/C		0.672/B		1,792	244	13.6%
Health Center - Los Alisos	5	3,938	6	4,725	4,143	1.05/F	F	134	4,277	1.08/F		0.905/E		582	609	100%

Reference: Laguna Hills Urban Village Specific Plan Traffic and Parking Study, Dated March 7, 2002, by Linscott Law, & Greenspan
(a) Table A-3 LL&G Report - Conversion from LOS E to LOS D

TABLE III - C

**ROADWAY SEGMENT LEVELS OF SERVICE
PM PEAK HOUR CONDITIONS/IMPACT**
Paseo de Valencia Development Intensity

	Existing Lanes	Existing Capacity (LOS D) (a)	MPAH Future Lanes	Future Capacity (LOS D) (a)	Existing (Actual Counts)			Distributed New Trips					MPAH Ultimate		
					PM Peak Hour Trips	V/C	LOS	PM Peak Hour Segment	Total PM Trips	Existing V/C LOS	Ultimate V/C LOS	Available Capacity LOS D	Capacity Required LOS D	% Impact LOS D	
ROADWAY SEGMENT															
Avenida De La Carlota															
Paseo de Valencia to Mall Driveway	4	3,150	4	3,150	2,139	0.679	B	185	2,324	0.738/C	0.738/C	1,011	185	18.3%	
El Toro Road															
Paseo De Valencia - I-5	6	4,725	7	5,513	4,688	0.992	E	542	5,230	1.11/F	0.949/E	825	1,123	100%	
Paseo De Valencia															
El Toro - Health Center	5	3,938	6	4,725	2,933	0.745	C	574	3,507	0.891/D	0.742/C	1,792	574	32.0%	
Health Center - Los Alisos	5	3,938	6	4,725	4,143	1.05/F	F	257	4,400	1.12/F	0.931/E	582	746	100%	

Reference: Laguna Hills Urban Village Specific Plan Traffic and Parking Study, Dated March 7, 2002, by Linscott Law, & Greenspan
(a) Table A-3 LL&G Report - Conversion from LOS E to LOS D

TABLE III - D

**ROADWAY SEGMENT LEVELS OF SERVICE
PM PEAK HOUR CONDITIONS/IMPACT
Avenida de la Carlota Development Intensity**

ROADWAY SEGMENT	Existing Lanes	Existing Capacity (LOS D) (a)	MPAH Future Lanes	Future Capacity (LOS D) (a)	Existing (Actual Counts)			Distributed New Trips				MPAH Ultimate			
					PM Peak Hour Trips	VC	LOS	PM Peak Hour Segment	Total PM Trips	Existing V/C LOS	Ultimate V/C LOS	Available Capacity LOS D	Capacity Required LOS D	% Impact LOS D	
Avenida De La Carlota															
Paseo de Valencia to Mall Driveway	4	3,150	4	3,150	2,139	0.679	B	805	2,944	0.935/E	0.935/E	1,011	1,132	100%	
El Toro Road															
Paseo De Valencia - I-5	6	4,725	7	5,513	4,688	0.992	E	708	5,396	1.14/F	0.979/E	825	1,308	100%	
Paseo De Valencia															
El Toro - Health Center	5	3,938	6	4,725	2,933	0.745	C	126	3,059	0.777/C	0.647/B	1,792	126	7.0%	
Health Center - Los Alisos	5	3,938	6	4,725	4,143	1.05/F	F	82	4,225	1.07/F	0.894/D	582	82	14.1%	

Reference: Laguna Hills Urban Village Specific Plan Traffic and Parking Study, Dated March 7, 2002, by Linscott Law, & Greenspan
(a) Table A-3 LL&G Report - Conversion from LOS E to LOS D

The four scenarios discussed in the previous section are carried through on **Tables III-A through Tables III-D, "Roadway Segment Levels-of-Service/PM Peak Hour Conditions/Impact"**. Those tables provide a synopsis of the data used to analyze and complete the LOS conditions on each street. The information incorporated on those tables for each street and each scenario is shown calculated on sheets in the Appendix entitled **"Benefit/Cost Calculation"**. LL&G Table A-3 provided the existing capacity information using LOS E as a basis. This information was converted from LOS E to LOS D to reflect the additional capacity needed under LOS D conditions. LOS D is the standard developed by the OCTA for acceptable traffic conditions around the County and is the standard used by the City of Laguna Hills. This standard is therefore used for the congestion mitigation requirement on the arterial network adjacent to the Village. Once the existing traffic plus the new traffic from the Urban Village trip budget proposals was distributed onto the arterials, it was necessary to determine the amount of additional capacity that is required due to this future traffic total. The ratio of the capacity used to the additional capacity available is the percentage impact of the additional traffic volume as a result of the Urban Village development. This impact is shown for each roadway segment on **Tables IIIA through III-D** for each development scenario. When the impact shown on the table is less than 100% then the additional trips distributed to the street is greater than LOS D but less than LOS E. When the impact shown on the table is greater than 100% then the additional trips distributed to the street is greater than the LOS E. This value determines the amount of benefit the development realizes from the street improvement and accordingly translates into a cost for that improvement.

TRANSPORTATION SYSTEM IMPROVEMENTS

The improvements proposed for the key arterials: El Toro Road, Paseo de Valencia, and Avenida de la Carlota; are to bring the streets into conformance with the Master Plan of Arterial Highways, the City's General Plan, and to relieve congestion at key locations on the transportation system. **Exhibit A** shows the proposed capital projects that will bring the transportation system into conformance. The total cost of those improvements is \$7,520,000. The cost breakdown for each arterial is as follows:

El Toro Road	\$2,115,000
Paseo de Valencia	\$3,195,000
Avenida de la Carlota	<u>\$2,210,000</u>
TOTAL	\$7,520,000

URBAN VILLAGE TRAFFIC IMPACT FEE

Methodology to Determine Fair Share Calculation

This section discusses the methodology used to justify the Urban Village Traffic Impact Fee (UVTIF). The UVTIF is generally based upon the proportional contribution of new traffic trips generated from new development within the Urban Village on the adjacent arterial system at LOS D conditions. The benefit assigned to the new development within the Urban Village is based upon the four development intensity scenarios previously discussed. The Fee Study recognizes that the Urban Village is not solely responsible for funding the

entire cost of the arterial improvements identified in Exhibit A. As shown in Exhibit B, the Urban Village is responsible for a portion of the total costs of future improvements to El Toro Road, Paseo de Valencia, and Avenida de la Carlota and according to the development intensity.

Exhibit B "Benefit/Cost Calculations" shows the precise methodology and calculations that were performed to determine this benefit/cost for each of the key arterial streets impacted by the Urban Village traffic. The data and information used for this calculation and analysis is based upon LL&G Table A-3 and updated on **Tables III-A through III-D**.

Fair Share Calculation

The traffic impact mitigation fee is calculated by dividing the cost of the arterial improvements that benefit the development by the total of the new PM peak hour trips assigned to the development. **Tables IV-A through IV-D** include the cost of the improvement benefiting the development scenario and the traffic mitigation fee for each scenario. The cost benefiting the Urban Village will be the average of the total of the cost benefiting the development scenarios. This total benefit is as follows:

Proportional Development	\$4,512,500
El Toro Road Development	\$4,159,450
Paseo de Valencia Development	\$4,330,000
Avenida de la Carlota Development	<u>\$4,630,900</u>
TOTAL	\$17,632,850

Average Benefit $\$17,632,850/4 = \$4,408,212.50$

The total benefit cost of the improvements to the three arterials is equal to the same amount as the average benefit shown above. That breakdown is shown on Table V. The addition of the administrative costs of approximately \$30,000 gives a total benefit cost of \$4,438,212.50. Therefore the total benefit/cost as shown in Table V "**Laguna Hills Urban Village Traffic Impact/Mitigation Fee**" of \$4,438,212.50 divided by the 1,134 total new PM trips shown on Table II will equal the Impact Fee, or \$3,913.77 per PM Trip.

The Traffic Impact/Mitigation Fee is \$3,914 per each new PM peak hour trip.

TABLE IV - A
LAGUNA HILLS URBAN VILLAGE
BENEFITS/COSTS/FEE SUMMARY
Proportional Trip Budget

STREET	EL TORO	PASEO DE VALENCIA	AVENIDA DE LA CARLOTA
TOTAL CONSTRUCTION	\$2,115,000	\$3,195,000	\$2,210,000
LHUV TRIP BUDGET (Total Budget = 1,134 Trips)	266	395	473
SEGMENT	Paseo de Valencia to I-5 Freeway	El Toro to Health Center	Health Center to Los Alisos Boulevard
CONSTRUCTION	\$2,115,000	\$2,035,000	\$1,160,000
% IMPACT @ LOS D	100%	17.6%	100%
BENEFIT COST	\$2,115,000.00	\$358,000	\$1,160,000
TOTAL SEGMENT BENEFIT	\$2,115,000	\$1,518,000	\$879,500
TOTAL LHUV BENEFIT		\$4,512,500	
TRAFFIC IMPACT FEE		\$3,979.28	

TABLE IV - B
LAGUNA HILLS URBAN VILLAGE
BENEFITS/COSTS/FEE SUMMARY
El Toro Road Development Intensity

STREET	EL TORO	PASEO DE VALENCIA	AVENIDA DE LA CARLOTA
TOTAL CONSTRUCTION	\$2,115,000	\$3,195,000	\$2,210,000
LHUV TRIP BUDGET (Total Budget = 1,134 Trips)	533	274	327
SEGMENT	Paseo de Valencia to I-5 Freeway	El Toro to Health Center	Health Center to Los Alisos Boulevard
CONSTRUCTION	\$2,115,000	\$2,035,000	\$1,180,000
% IMPACT @ LOS D	100%	13.6%	100%
BENEFIT COST	\$2,115,000.00	\$276,750	\$1,180,000
TOTAL SEGMENT BENEFIT	\$2,115,000	\$1,436,750	\$607,700
TOTAL LHUV BENEFIT		\$4,159,450	
TRAFFIC IMPACT FEE		\$3,667.95	

TABLE IV - C
LAGUNA HILLS URBAN VILLAGE
BENEFITS/COSTS/FEE SUMMARY
Paseo de Valencia Development Intensity

STREET	EL TORO	PASEO DE VALENCIA	AVENIDA DE LA CARLOTA
TOTAL CONSTRUCTION	\$2,115,000	\$3,195,000	\$2,210,000
LHUV TRIP BUDGET (Total Budget = 1,134 Trips)	123	793	218
SEGMENT	Paseo de Valencia to I-5 Freeway	El Toro to Health Center	Health Center to Los Alisos Boulevard
CONSTRUCTION	\$2,115,000	\$2,035,000	\$1,160,000
% IMPACT @ LOS D	100%	32.0%	100%
BENEFIT COST	\$2,115,000.00	\$651,000	\$1,160,000
TOTAL SEGMENT BENEFIT	\$2,115,000	\$1,811,000	\$404,400
TOTAL LHUV BENEFIT		\$4,330,000	
TRAFFIC IMPACT FEE		\$3,818.34	

TABLE IV - D
LAGUNA HILLS URBAN VILLAGE
BENEFITS/COSTS/FEE SUMMARY
Avenida de la Carlota Development Intensity

STREET	EL TORO	PASEO DE VALENCIA	AVENIDA DE LA CARLOTA
TOTAL CONSTRUCTION	\$2,115,000	\$3,195,000	\$2,210,000
LHUV TRIP BUDGET (Total Budget = 1,134 Trips)	75	112	947
SEGMENT	Paseo de Valencia to I-5 Freeway	El Toro to Health Center	Health Center to Los Alisos Boulevard
CONSTRUCTION	\$2,115,000	\$2,035,000	\$1,160,000
% IMPACT @ LOS D	100%	7.0%	14.1%
BENEFIT COST	\$2,115,000.00	\$142,400	\$163,500
TOTAL SEGMENT BENEFIT	\$2,115,000	\$305,900	\$2,210,000
TOTAL LHUV BENEFIT		\$4,630,900	
TRAFFIC IMPACT FEE		\$4,083.69	

TABLE V

LAGUNA HILLS URBAN VILLAGE Traffic Mitigation Fee

Total Benefit: From Tables IV-A through IV-D (Average)

El Toro Road -	\$2,115,000.00
Paseo De Valencia -	\$1,267,912.50
Ave De La Carlota -	<u>\$1,025,400.00</u>
Average Total Benefit	\$4,408,312.50

Administrative Costs	<u>\$30,000.00</u>
(Engineering, Legal, etc.)	

Total Benefit -	\$4,438,212.50
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Total New Trips: 1,134Trips

Impact Fee: \$3,914 per new trip

APPENDIX

EXHIBIT A – CAPITAL PROJECTS

EXHIBIT B – BENEFIT/COST CALCULATIONS

EXHIBIT A
Laguna Hills Urban Village

Capital Projects

Street Improvements

El Toro Road – 270 feet West of Regional Center Drive to I-5 Freeway
Construct right-turn lane at Regional Center Drive and widen roadway by 12 feet

Engineering -	\$ 100,000
Right-of-Way Acquisition -	\$ 735,000
Construction cost -	<u>\$ 700,000</u>
Total	\$1,535,000

El Toro Road - Paseo de Valencia Intersection
Widen El Toro Road

Engineering -	\$ 50,000
Construction cost -	<u>\$ 250,000</u>
Total	\$ 300,000

Paseo de Valencia – El Toro Road Intersection
Widen Paseo de Valencia

Engineering -	\$ 50,000
Right-of-Way Acquisition	\$ 245,000
Construction cost	<u>\$ 250,000</u>
Total	\$ 545,000

Avenida de la Carlota – El Toro road to 200' north of Paseo de Valencia

Engineering -	\$ 150,000
Right-of-Way Acquisition -	\$1,000,000
Construction Cost -	<u>\$1,000,000</u>
Total	\$2,150,000

Paseo de Valencia – Los Alisos Boulevard to El Toro Road

Engineering	\$ 260,000
Right-of-Way & Construction	<u>\$2,390,000</u>
Total	\$2,650,000

Developed from Laguna Hills Drive to El Toro Road Alternate C
Alignment Study by Berryman & Henigar

2/23/05

SUMMARY STREET IMPROVEMENTS

El Toro Road	\$1,835,000
Ave de la Carlota	\$2,150,000
Paseo de Valencia	\$3,195,000

Total Street Improvements \$7,180,000

Traffic Signal Upgrades

Due to required widening and increased Urban Village traffic

Paseo de Valencia/Avenida de la Carlota	\$30,000	
Regional Center Drive/El Toro Road	\$250,000	Upgrade signal
Los Alisos/ Avenida de la Carlota	\$30,000	
El Toro Road/ Avenida de la Carlota	\$30,000	
Laguna Hills Mall/ Avenida de la Carlota	\$30,000	

Total Traffic Signal Upgrades \$370,000

Total Street Improvements and Traffic Signal Upgrades \$7,550,000

CALL 7,550,000

2/23/05

EXHIBIT B
BENEFIT/COST CALCULATIONS

El Toro Road
(Paseo de Valencia to I-5 Freeway)

Paseo de Valencia
(El Toro Road to Health Center)

Paseo de Valencia
(Health Center to Los Alisos Boulevard)

Avenida de la Carlota
(Paseo de Valencia to Mall Entrance)

FOR

Proportional Development

El Toro Road Development

Paseo de Valencia Development

Avenida de la Carlota Development

**BENEFIT/COST CALCULATION
AVENIDA DE LA CARLOTA
(Paseo de Valencia to Mall Entrance)
Proportional Budget**

Avenida de la Carlota Construction - Street Improvements \$2,150,000
Signal Improvements \$ 60,000

TOTAL \$2,210,000

PM Peak Hour Count	2,139	$V/C(E) = 2,139/3,500 = 0.611 > \text{LOS B}$
New Distributed Trips	<u>402</u>	
Total Trips	2,541	$V/C(E) = 2,541/3,500 = 0.726 > \text{LOS C}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/3,500 > V = 3,150$
LOS D (Future Capacity) $> 0.90 = V/3,500 > V = 3,150$ (Future MPAH Lanes)

Total Trips:	2,139	LOS Existing	$2,139/3,150 = 0.679 > \text{LOS B}$
	2,541	LOS Existing + New Trips	$2,541/3,150 = 0.807 > \text{LOS D}$
	2,541	LOS with improvements	$2,541/3,150 = 0.807 > \text{LOS D}$

Traffic capacity @ LOS D is available. How much capacity is used for new PM Trips?

Capacity available @ LOS D for ultimate improvements; $3,150 - 2,139 = 1,011$ Trips
Capacity Required for LOS D for ultimate improvements; $2,541 - 2,139 = 402$ Trips

% Impact = $402 \text{ Trips} / 1,011 \text{ Trips} = 0.398 > 39.8\%$

% IMPACT @ LOS D $> 39.8\%$

New PM Trips generated to Avenida de la Carlota = 473 Trips

\$ / Trip $> \$2,210,000 / 473 \text{ New Trips} = \$4,672.30 / \text{Trip}$

Effective Fee @ LOS D = $\$4,672.30 \times .398 \text{ Impact} = \$1,859.58 / \text{Trip}$

Cost of Benefit = $\$1,859.58 \times 473 \text{ Trips} = \$879,581.34$

CALL \$879,500

AVENIDA DE LA CARLOTA BENEFIT = \$879,500 (PROPORTIONAL)

**BENEFIT/COST CALCULATION
EL TORO ROAD
(Paseo de Valencia to I-5 Freeway)
Proportional Trip Budget**

El Toro Road Construction - Street Improvements	\$1,835,000	
Signal Improvements	<u>\$ 280,000</u>	
TOTAL	\$2,115,000	(Exhibit A)

PM Peak Hour Count	4,688 (Table III)	$V/C(E) = 4,688/5,250 = 0.893 > \text{LOS D}$
New Distributed Trips	<u>667</u> (Table III)	
Total Trips	5,355 (Table III)	$V/C(E) = 5,355/5,250 = 1.02 > \text{LOS F}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/5,250 > V = 4,725$
 LOS D (Future Capacity) $> 0.90 = V/6,125 > V = 5,513$ (Future MPAH Lanes)

Total Trips:	4,688	LOS Existing	$4,688/4,725 = 0.992 > \text{LOS E}$
	5,355	LOS Existing + New Trips	$5,355/4,725 = 1.133 > \text{LOS F}$
	4,688	LOS Existg + Improvements	$4,688/5,513 = 0.850 > \text{LOS D}$
	5,355	LOS with improvements	$5,355/5,513 = 0.971 > \text{LOS E}$

Additional Capacity @ LOS D w/ ultimate improvements $5,355/0.90 = 5,950$ Trips
 Capacity available @ LOS D for ultimate improvements; $5,513 - 4,688 = 825$ Trips
 Capacity required @ LOS D for ultimate improvements $5,950 - 4,688 = 1,262$ Trips

$\% \text{ Impact} = 1,262 \text{ Trips} / 825 \text{ Trips} > 100\%$

% IMPACT @ LOS D > 100%

New PM Trips Generated to El Toro Road – 266 Trips

$\$/ \text{ Trip} > \$2,115,000 / 266 \text{ New Trips} = \$7,951.13 \text{ per Trip}$

Effective Fee at LOS D $> \$7,951.13 \times 1.00 = \$7,951.13 / \text{ Trip}$

Cost of Benefit = $\$7,951.13 \times 266 \text{ Trips} = \$2,115,000$

EL TORO ROAD TOTAL BENEFIT = \$2,115,000 (PROPORTIONAL)
(Paseo de Valencia to I-5 Freeway)

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(El Toro Road to Health Center)
Proportional Trip Budget**

Paseo de Valencia Construction -	Street Improvements	\$1,490,000
	West/o El Toro	<u>\$ 545,000</u>
TOTAL		\$2,035,000

PM Peak Hour Count	2,933
New Distributed Trips	<u>316</u>
Total Trips	3,249

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/4,375 > V = 3,938$
 LOS D (Future Capacity) $> 0.90 = V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	2,933	LOS Existing	$2,933/3,938 = 0.745 > \text{LOS C}$
	3,249	LOS Existing + New Trips	$3,249/3,938 = 0.825 > \text{LOS D}$
	3,249	LOS with improvements	$3,249/4,725 = 0.688 > \text{LOS B}$

Traffic capacity is available @ LOS D. How much capacity is used for new PM trips?

Capacity available @ LOS D for ultimate improvements = $4,725 - 2,933 = 1,792$ Trips
 Capacity required for LOS D for ultimate improvements = $3,249 - 2,933 = 316$ Trips

% IMPACT @ LOS D $> 316 / 1,792 = 0.176$ or 17.6%

New PM Trips Generated to Paseo de Valencia – 395 Trips

\$ / Trip $> \$2,035,000 / 395 \text{ New Trips} = \$5,151.90$ per Trip

Effective Fee @ LOS D = $\$5,151.90 \times 0.176 = \906.73 / Trip

Cost of Benefit = $\$906.73 \times 395 \text{ Trips} = \$358,158.35 > \text{CALL } \$358,000$

PASEO DE VALENCIA PARTIAL BENEFIT = \$358,000 (PROPORTIONAL)
(El Toro Road to Health Center Drive)

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(Health Center to Los Alisos Boulevard)
Proportional Trip Budget**

Paseo de Valencia Construction - Street Improvements \$1,160,000

TOTAL \$1,160,000

PM Peak Hour Count	4,143	$V/C(E) = 4,143/4,375 = 0.947 > \text{LOS E}$
New Distributed Trips	<u>159</u>	
Total Trips	4,302	$V/C(E) = 4,302/4,375 = 0.983 > \text{LOS E}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/4,375 > V = 3,938$
 LOS D (Future Capacity) $> 0.90 = V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	4,143	LOS Existing	$4,143/3,938 = 1.052 > \text{LOS F}$
	4,381	LOS Existing + New Trips	$4,302/3,938 = 1.092 > \text{LOS F}$
	4,143	LOS Existg + Improvements	$4,143/4,725 = 0.877 > \text{LOS D}$
	4,381	LOS with improvements	$4,302/4,725 = 0.910 > \text{LOS E}$

Additional capacity for LOS D w/ ultimate improvements; $4,302/0.9 = 4,780$ Trips
 Capacity available @ LOS D for ultimate improvements; $4,725 - 4,143 = 582$ Trips
 Capacity required for LOS D for ultimate improvements; $4,780 - 4,143 = 637$ Trips

% Impact = $637 \text{ Trips} / 582 \text{ Trips} > 100\%$

% IMPACT @ LOS D $> 100\%$

New PM Trips Generated to Paseo de Valencia – 395 Trips

\$ / Trip $> \$1,160,000 / 395 \text{ New Trips} = \$2,936.71$ per Trip

Effective Fee at LOS D $> \$2,936.71 \times 1.00 = \$2,936.71$ / Trip

Cost of Benefit = $\$2,936.71 \times 395 \text{ Trips} = \$1,160,000 > \text{CALL } \$1,160,000$

PASEO DE VALENCIA PARTIAL BENEFIT = \$1,160,000
 (Health Center Drive to Los Alisos Boulevard)

PASEO DE VALENCIA TOTAL BENEFIT = \$1,518,000 (PROPORTIONAL)
 (El Toro Road to Los Alisos Boulevard)

**BENEFIT/COST CALCULATION
AVENIDA DE LA CARLOTA
(Paseo de Valencia to Mall Entrance)
El Toro Development Intensity**

Avenida de la Carlota Construction - Street Improvements \$2,150,000
Signal Improvements \$ 60,000

TOTAL \$2,210,000

PM Peak Hour Count	2,139	V/C(E) = 2,139/3,500 = 0.611 > LOS B
New Distributed Trips	<u>278</u>	
Total Trips	2,417	V/C(E) = 2,417/3,500 = 0.691 > LOS B

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) > 0.90 = $V/3,500 > V = 3,150$
LOS D (Future Capacity) > 0.90 = $V/3,500 > V = 3,150$ (Future MPAH Lanes)

Total Trips:	2,139	LOS Existing	$2,139/3,150 = 0.679 > LOS B$
	2,417	LOS Existing + New Trips	$2,417/3,150 = 0.767 > LOS C$
	2,417	LOS with improvements	$2,417/3,150 = 0.767 > LOS C$

Traffic capacity is available @ LOS D. How much capacity is used for new PM Trips?

Capacity available @ LOS D for ultimate improvements; $3,150 - 2,139 = 1,011$ Trips
Capacity Required for LOS D for ultimate improvements; $2,417 - 2,139 = 278$ Trips

% Impact = $278 \text{ Trips} / 1,011 \text{ Trips} = 0.275 > 27.5\%$

% IMPACT @ LOS D > 27.5%

New PM Trips generated to Avenida de la Carlota = 327 Trips

\$ / Trip > $\$2,210,000 / 327 = \$6,758.10$ per Trip

Effective Fee @ LOS D = $\$6,758.10 \times 0.275 \text{ Impact} = \$1,858.48 / \text{Trip}$

Cost of Benefit = $\$1,858.48 \times 327 \text{ Trips} = \$607,722.96$

CALL \$607,700

AVENIDA DE LA CARLOTA BENEFIT= \$607,700 (EL TORO DEVELOPMENT)

**BENEFIT/COST CALCULATION
EL TORO ROAD
(Paseo de Valencia to I-5 Freeway)
El Toro Development Intensity**

El Toro Road Construction - Street Improvements \$1,835,000
Signal Improvements \$ 280,000
TOTAL \$2,115,000 (Exhibit A)

PM Peak Hour Count	4,688 (Table III)	$V/C(E) = 4,688/5,250 = 0.893 > \text{LOS D}$
New Distributed Trips	741 (Table III)	
Total Trips	5,429 (Table III)	$V/C(E) = 5,429/5,250 = 1.034 > \text{LOS F}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/5,250 > V = 4,725$
LOS D (Future Capacity) $> 0.90 = V/6,125 > V = 5,513$ (Future MPAH Lanes)

Total Trips:	4,688	LOS Existing	$4,688/4,725 = 0.992 > \text{LOS E}$
	5,429	LOS Existing + New Trips	$5,429/4,725 = 1.15 > \text{LOS F}$
	4,688	LOS Existg + Improvements	$4,688/5,513 = 0.850 > \text{LOS D}$
	5,429	LOS with improvements	$5,429/5,513 = 0.985 > \text{LOS E}$

Additional Capacity @ LOS D w/ ultimate improvements $5,429/0.90 = 6,032$ Trips
Capacity available @ LOS D for ultimate improvements; $5,513 - 4,688 = 825$ Trips
Capacity required @ LOS D for ultimate improvements $6,032 - 4,688 = 1,344$ Trips

$\% \text{ Impact} = 1,344 \text{ Trips} / 825 \text{ Trips} > 100\%$

$\% \text{ IMPACT @ LOS D} > 100\%$

New PM Trips Generated to El Toro Road – 533 Trips

$\$/\text{Trip} > \$2,115,000 / 533 \text{ New Trips} = \$3,968.11 \text{ per Trip}$

Effective Fee at LOS D $> \$3,968.11 \times 1.00 = \$3,968.11 / \text{Trip}$

Cost of Benefit $= \$3,968.11 \times 533 \text{ Trips} = \$2,115,000$

EL TORO ROAD TOTAL BENEFIT = \$2,115,000 (EL TORO DEVELOPMENT)
(Paseo de Valencia to I-5 Freeway)

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(El Toro Road to Health Center)
El Toro Development Intensity**

Paseo de Valencia Construction -	Street Improvements	\$1,490,000
	West/o El Toro	<u>\$ 545,000</u>
TOTAL		\$2,035,000

PM Peak Hour Count	2,933	V/C(E) = 2,933/4,375 = 0.670 > LOS B
New Distributed Trips	<u>244</u>	
Total Trips	3,177	V/C(E) + 3,177/4,375 = 0.726 > LOS C

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) > 0.90 = V/4,375 > V = 3,938
 LOS D (Future Capacity) > 0.90 = V/5,250 > V = 4,725 (Future MPAH Lanes)

Total Trips:	2,933	LOS Existing	2,933/3,938 = 0.745 > LOS C
	3,177	LOS Existing + New Trips	3,177/3,938 = 0.792 > LOS C
	3,177	LOS with improvements	3,177/4,725 = 0.672 > LOS B

Traffic capacity is available @ LOS D. How much capacity is used for new PM Trips?

Capacity available @ LOS D for ultimate improvements = 4,725 - 2,933 = 1,792 Trips
 Capacity required for LOS D for ultimate improvements = 3,177 - 2,933 = 244 Trips

% IMPACT @ LOS D > 244 Trips / 1,792 Trips = 0.136 or 13.6%

New PM Trips Generated to Paseo de Valencia - 274 Trips

\$ / Trip > \$2,035,000 / 274 = \$7,427.01 per Trip

Effective Fee @ LOS D = \$7,427.01 X 0.136 = \$1,010.07 / Trip

Cost of Benefit = \$1,010.07 X 274 Trips = \$276,759.18 > CALL \$276,750

**PASEO DE VALENCIA BENEFIT = \$276,750 (EL TORO DEVELOPMENT)
(El Toro Road to Health Center Drive)**

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(Health Center to Los Alisos Boulevard)
El Toro Trip Budget**

Paseo de Valencia Construction -	Street Improvements	\$1,160,000
TOTAL		\$1,160,000

PM Peak Hour Count	4,143	V/C(E) = 4,143/4,375 = 0.947 > LOS E
New Distributed Trips	<u>134</u>	
Total Trips	4,277	V/C(E) = 4,277/4,375 = 0.978 > LOS E

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) > 0.90 = $V/4,375 > V = 3,938$
 LOS D (Future Capacity) > 0.90 = $V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	4,143	LOS Existing	$4,143/3,938 = 1.052 > \text{LOS F}$
	4,277	LOS Existing + New Trips	$4,277/3,938 = 1.086 > \text{LOS F}$
	4,143	LOS Existg + Improvements	$4,143/4,725 = 0.877 > \text{LOS D}$
	4,277	LOS with improvements	$4,277/4,725 = 0.905 > \text{LOS E}$

Additional capacity for LOS D w/ ultimate improvements $4,277/0.9 = 4,752$ Trips
 Capacity available @ LOS D for ultimate improvements; $4,725 - 4,143 = 582$ Trips
 Capacity required for LOS D for ultimate improvements; $4,752 - 4,143 = 609$ Trips

% Impact = $609 \text{ Trips} / 582 \text{ Trips} > 100\%$
 % IMPACT @ LOS D > 100 %

New PM Trips Generated to Paseo de Valencia – 274 Trips

\$/Trip > $\$1,160,000 / 274 \text{ New Trips} = \$4,233.58$ per Trip

Effective Fee at LOS D > $\$4,233.58 \times 1.00 = \$4,233.58$ / Trip

Cost of Benefit = $\$4,233.58 \times 274 \text{ Trips} = \$1,160,000 > \text{CALL } \$1,160,000$

PASEO DE VALENCIA PARTIAL BENEFIT = \$1,160,000 (EL TORO DEVELOPMENT)

(Health Center Drive to Los Alisos Boulevard)

PASEO DE VALENCIA TOTAL BENEFIT = \$1,436,750 (EL TORO DEVELOPMENT)

(El Toro Road to Los Alisos Boulevard)

**BENEFIT/COST CALCULATION
AVENIDA DE LA CARLOTA
(Paseo de Valencia to Mall Entrance)
Paseo de Valencia Development Intensity**

Avenida de la Carlota Construction - Street Improvements \$2,150,000
Signal Improvements \$ 60,000

TOTAL \$2,210,000

PM Peak Hour Count	2,139	V/C(E) = 2,139/3,500 = 0.611 > LOS B
New Distributed Trips	<u>185</u>	
Total Trips	2,324	V/C(E) = 2,324/3,500 = 0.664 > LOS B

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) > 0.90 = V/3,500 > V = 3,150
LOS D (Future Capacity) > 0.90 = V/3,500 > V = 3,150 (Future MPAH Lanes)

Total Trips:	2,139	LOS Existing	2,139/3,150 = 0.679 > LOS B
	2,324	LOS Existing + New Trips	2,324/3,150 = 0.738 > LOS C
	2,324	LOS with improvements	2,324/3,150 = 0.738 > LOS C

Traffic capacity is available @ LOS D. How much capacity is used for new PM Trips?

Capacity available @ LOS D for ultimate improvements; 3,150 - 2,139 = 1,011 Trips
Capacity required for LOS D for ultimate improvements; 2,324 - 2,139 = 185 Trips

% IMPACT @ LOS D > 185 Trips / 1,011 Trips = 0.183 or 18.3%

New PM Trips generated to Avenida de la Carlota = 218 Trips

\$ / Trip > \$2,210,000 / 218 = \$10,137.61 per Trip

Effective Fee @ LOS D = \$10,137.61 X 0.183 Impact = \$1,855.18 / Trip

Cost of Benefit = \$1,855.18 X 218 Trips = \$404,429.24

CALL \$404,400.00

AVENIDA DE LA CARLOTA BENEFIT = \$404,400 (PDV DEVELOPMENT)

**BENEFIT/COST CALCULATION
EL TORO ROAD
(Paseo de Valencia to I-5 Freeway)
Paseo de Valencia Development Intensity**

El Toro Road Construction - Street Improvements	\$1,835,000	
Signal Improvements	<u>\$ 280,000</u>	
TOTAL	\$2,115,000	(Exhibit A)

PM Peak Hour Count	4,688 (Table III)	$V/C(E) = 4,688/5,250 = 0.893 > \text{LOS D}$
New Distributed Trips	<u>542</u> (Table III)	
Total Trips	5,230 (Table III)	$V/C(E) = 5,230/5,250 = 0.996 > \text{LOS F}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/5,250 > V = 4,725$
 LOS D (Future Capacity) $> 0.90 = V/6,125 > V = 5,513$ (Future MPAH Lanes)

Total Trips:	4,688	LOS Existing	$4,688/4,725 = 0.992 > \text{LOS E}$
	5,230	LOS Existing + New Trips	$5,230/4,725 = 1.11 > \text{LOS F}$
	4,688	LOS Existg + Improvements	$4,688/5,513 = 0.850 > \text{LOS D}$
	5,230	LOS with improvements	$5,230/5,513 = 0.949 > \text{LOS E}$

Additional Capacity @ LOS D w/ ultimate improvements $5,230/0.90 = 5,811$ Trips
 Capacity available @ LOS D for ultimate improvements; $5,513 - 4,688 = 825$ Trips
 Capacity required @ LOS D for ultimate improvements $5,811 - 4,688 = 1,123$ Trips

% Impact = $1,123 \text{ Trips} / 825 \text{ Trips} > 100\%$

% IMPACT @ LOS D $> 100\%$

New PM Trips Generated to El Toro Road – 123 Trips

\$ / Trip $> \$2,115,000 / 123 \text{ New Trips} = \$17,195.12$ per Trip

Effective Fee at LOS D $> \$17,195.12 \times 1.00 = \$17,195.12$ / Trip

Cost of Benefit = $\$17,195.12 \times 266 \text{ Trips} = \$2,115,000$

EL TORO ROAD TOTAL BENEFIT = \$2,115,000 (PDV DEVELOPMENT)
(Paseo de Valencia to I-5 Freeway)

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(El Toro Road to Health Center)
Paseo de Valencia Development Intensity**

Paseo de Valencia Construction -	Street Improvements	\$1,490,000
	West/o El Toro	<u>\$ 545,000</u>
TOTAL		\$2,035,000

PM Peak Hour Count	2,933	$V/C(E) = 2,933/4,375 = 0.67 > \text{LOS B}$
New Distributed Trips	<u>574</u>	
Total Trips	3,507	$V/C(E) = 3,488/4,375 = 0.797 > \text{LOS C}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/4,375 > V = 3,938$
 LOS D (Future Capacity) $> 0.90 = V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	2,933	LOS Existing	$2,933/3,938 = 0.745 > \text{LOS C}$
	3,507	LOS Existing + New Trips	$3,507/3,938 = 0.891 > \text{LOS D}$
	3,507	LOS with improvements	$3,507/4,725 = 0.742 > \text{LOS C}$

Traffic capacity is available @ LOS D. How much capacity is used for new PM Trips?

Capacity available @ LOS D for ultimate improvements = $4,725 - 2,933 = 1,792$ Trips
 Capacity required for LOS D for ultimate improvements = $3,507 - 2,933 = 574$ Trips

% IMPACT @ LOS D $> 574 \text{ Trips} / 1,792 \text{ Trips} = 0.320$ or 32.0 %

New PM Trips Generated to Paseo de Valencia – 793 Trips

\$ / Trip $> \$2,035,000 / 793 \text{ Trips} = \$2,566.20$ per trip

Effective Fee @ LOS D = $\$2,566.20 \times 0.32 = \821.18 / trip

Cost of Benefit = $\$821.18 \times 793 \text{ Trips} = \$651,195.74 > \text{CALL } \$651,000$

**PASEO DE VALENCIA PARTIAL BENEFIT = \$651,000 (PDV DEVELOPMENT)
(El Toro Road to Health Center Drive)**

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(Health Center to Los Alisos Boulevard)
Paseo de Valencia Development Intensity**

Paseo de Valencia Construction - Street Improvements \$1,160,000

TOTAL \$1,160,000

PM Peak Hour Count	4,143	$V/C(E) = 4,143/4,375 = 0.947 > \text{LOS E}$
New Distributed Trips	<u>257</u>	
Total Trips	4,400	$V/C(E) = 4,400/4,375 = 1.010 > \text{LOS F}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/4,375 > V = 3,938$
 LOS D (Future Capacity) $> 0.90 = V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	4,143	LOS Existing	$4,143/3,938 = 1.052 > \text{LOS F}$
	4,400	LOS Existing + New Trips	$4,400/3,938 = 1.117 > \text{LOS F}$
	4,143	LOS Existg + Improvements	$4,143/4,725 = 0.877 > \text{LOS D}$
	4,400	LOS with Improvements	$4,400/4,725 = 0.931 > \text{LOS E}$

Additional capacity for LOS D w/ ultimate improvements $4,400 / 0.9 = 4,889$ Trips
 Capacity available @ LOS D for ultimate improvements; $4,725 - 4,143 = 582$ Trips
 Capacity required for LOS D for ultimate improvements; $4,889 - 4,143 = 746$ Trips

% Impact = $746 \text{ Trips} / 582 \text{ Trips} > 100\%$

% IMPACT @ LOS D $> 100\%$

New PM Trips Generated to Paseo de Valencia – 793 Trips

\$ / Trip $> \$1,160,000 / 793 \text{ New Trips} = \$1,462.80$ per Trip

Effective Fee at LOS D $> \$1,462.80 \times 1.00 = \$1,462.80$ / Trip

Cost of Benefit = $\$1,462.80 \times 793 \text{ Trips} = \$1,160,000$

PASEO DE VALENCIA PARTIAL BENEFIT = \$1,160,000
 (Health Center Drive to Los Alisos Boulevard)

PASEO DE VALENCIA TOTAL BENEFIT = \$1,811,000 (PDV DEVELOPMENT)
 (El Toro Road to Los Alisos Boulevard)

**BENEFIT/COST CALCULATION
AVENIDA DE LA CARLOTA
(Paseo de Valencia to Mall Entrance)
Avenida de la Carlota Development Intensity**

Avenida de la Carlota Construction - Street Improvements \$2,150,000
Signal Improvements \$ 60,000

TOTAL \$2,210,000

PM Peak Hour Count	2,139	$V/C(E) = 2,139/3,500 = 0.611 > \text{LOS B}$
New Distributed Trips	<u>805</u>	
Total Trips	2,944	$V/C(E) = 2,944/3,500 = 0.841 > \text{LOS D}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/3,500 > V = 3,150$
LOS D (Future Capacity) $> 0.90 = V/3,500 > V = 3,150$ (Future MPAH Lanes)

Total Trips:	2,139	LOS Existing	$2,139/3,150 = 0.679 > \text{LOS B}$
	2,944	LOS Existing + New Trips	$2,944/3,150 = 0.935 > \text{LOS E}$
	2,944	LOS with improvements	$2,944/3,150 = 0.935 > \text{LOS E}$

Additional capacity @ LOS D w/ ultimate improvements $2,944/0.9 = 3,271$ Trips
Capacity available @ LOS D for ultimate improvements; $3,150 - 2,139 = 1,011$
Capacity Required for LOS D for ultimate improvements; $3,271 - 2,139 = 1,132$

$\% \text{ Impact} = 1,132 \text{ Trips} / 1,011 \text{ Trips} > 100\%$

% IMPACT @ LOS D > 100%

New PM Trips generated to Avenida de la Carlota = 947 Trips

$\$/\text{Trip} > \$2,210,000 / 947 = \$2,333.69 \text{ per Trip}$

Effective Fee @ LOS D = $\$2,333.69 \times 1.00 \text{ Impact} = \$2,333.69 / \text{Trip}$

Cost of Benefit = $\$2,333.69 \times 947 \text{ Trips} = \$2,210,000$

CALL \$2,210,000

AVENIDA DE LA CARLOTA BENEFIT = \$2,210,000 (ADLC DEVELOPMENT)

**BENEFIT/COST CALCULATION
EL TORO ROAD
(Paseo de Valencia to I-5 Freeway)
Avenida de la Carlota Development Intensity**

El Toro Road Construction - Street Improvements	\$1,835,000
Signal Improvements	<u>\$ 280,000</u>
TOTAL	\$2,115,000 (Exhibit A)

PM Peak Hour Count	4,688 (Table III)	$V/C(E) = 4,688/5,250 = 0.893 > \text{LOS D}$
New Distributed Trips	<u>708</u> (Table III)	
Total Trips	5,396 (Table III)	$V/C(E) = 5,396/5,250 = 1.028 > \text{LOS F}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/5,250 > V = 4,725$
 LOS D (Future Capacity) $> 0.90 = V/6,125 > V = 5,513$ (Future MPAH Lanes)

Total Trips:	4,688	LOS Existing	$4,688/4,725 = 0.992 > \text{LOS E}$
	5,396	LOS Existing + New Trips	$5,396/4,725 = 1.14 > \text{LOS F}$
	4,688	LOS Existg + Improvements	$4,688/5,513 = 0.850 > \text{LOS D}$
	5,396	LOS with improvements	$5,396/5,513 = 0.979 > \text{LOS E}$

Additional Capacity @ LOS D w/ ultimate improvements $5,396/0.90 = 5,996$ Trips
 Capacity available @ LOS D for ultimate improvements; $5,513 - 4,688 = 825$ Trips
 Capacity required @ LOS D for ultimate improvements $5,996 - 4,688 = 1,308$ Trips

$\% \text{ Impact} = 1,308 \text{ Trips} / 825 \text{ Trips} > 100\%$

% IMPACT @ LOS D > 100%

New PM Trips Generated to El Toro Road – 75 Trips

$\$/\text{Trip} > \$2,115,000 / 75 \text{ New Trips} = \$28,200 \text{ per Trip}$

Effective Fee at LOS D $> \$28,200 \times 1.00 = \$28,200 / \text{Trip}$

Cost of Benefit = $\$28,200 \times 75 \text{ Trips} = \$2,115,000$

**EL TORO ROAD TOTAL BENEFIT = \$2,115,000 (ADLC DEVELOPMENT)
(Paseo de Valencia to I-5 Freeway)**

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(El Toro Road to Health Center)
Avenida de la Carlota Development Intensity**

Paseo de Valencia Construction -	Street Improvements	\$1,490,000
	West/o El Toro	\$ <u>545,000</u>
TOTAL		\$2,035,000

PM Peak Hour Count	2,933	V/C(E) = 2,933/4,375 = 0.670 > LOS B
New Distributed Trips	<u>126</u>	
Total Trips	3,059	V/C(E) = 3,059/4,375 = 0.699 > LOS B

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) > 0.90 = $V/4,375 > V = 3,938$
 LOS D (Future Capacity) > 0.90 = $V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	2,933	LOS Existing	$2,933/3,938 = 0.745 > \text{LOS C}$
	3,059	LOS Existing + New Trips	$3,059/3,938 = 0.777 > \text{LOS C}$
	3,059	LOS with improvements	$3,059/4,725 = 0.647 > \text{LOS B}$

Traffic capacity is available. How much capacity is used for new PM trips?

Capacity available @ LOS D for ultimate improvements = $4,725 - 2,933 = 1,792$ Trips
 Capacity required for LOS D for ultimate improvements = $3,059 - 2,933 = 126$ Trips

% IMPACT @ LOS D > $126 / 1,792 = 0.070$ or 7.0%

New PM Trips Generated to Paseo de Valencia - 112 Trips

\$ / Trip > $\$2,035,000 / 112 = \$18,169.64$ per Trip

Effective Fee @ LOS D = $\$18,169.64 \times 0.07 = \$1,271.87$ / Trip

Cost of Benefit = $\$1,271.87 \times 112 \text{ Trips} = \$142,449.44 > \text{CALL } \$142,400$

**PASEO DE VALENCIA PARTIAL BENEFIT = \$142,400 (ADLC
DEVELOPMENT)
(El Toro Road to Health Center Drive)**

**BENEFIT/COST CALCULATION
PASEO DE VALENCIA
(Health Center to Los Alisos Boulevard)
Avenida de la Carlota Development Intensity**

Paseo de Valencia Construction -	Street Improvements	\$1,160,000
TOTAL		\$1,160,000

PM Peak Hour Count	4,143	$V/C(E) = 4,143/4,375 = 0.947 > \text{LOS E}$
New Distributed Trips	<u>82</u>	
Total Trips	4,225	$V/C(E) = 4,225/4,375 = 0.966 > \text{LOS E}$

Consider Percentage Impact at LOS D for necessary improvements:

LOS D (Existing Capacity) $> 0.90 = V/4,375 > V = 3,938$
 LOS D (Future Capacity) $> 0.90 = V/5,250 > V = 4,725$ (Future MPAH Lanes)

Total Trips:	4,143	LOS Existing	$4,143/3,938 = 1.052 > \text{LOS F}$
	4,225	LOS Existing + New Trips	$4,225/3,938 = 1.073 > \text{LOS F}$
	4,143	LOS Existg + Improvements	$4,143/4,725 = 0.877 > \text{LOS D}$
	4,225	LOS with improvements	$4,225/4,725 = 0.894 > \text{LOS D}$

Traffic capacity is available @ LOS D. How much capacity is used for new PM trips?

Capacity available @ LOS D for ultimate improvements; $4,725 - 4,143 = 582$ Trips
 Capacity required for LOS D for ultimate improvements; $4,225 - 4,143 = 82$ Trips

$\% \text{ Impact} = 82 \text{ Trips} / 582 \text{ Trips} = 0.141 > 14.1\%$

% IMPACT @ LOS D > 14.1 %

New PM Trips Generated to Paseo de Valencia – 112 Trips

$\$/ \text{ Trip} > \$1,160,000 / 112 \text{ New Trips} = \$10,357.14 \text{ per Trip}$

Effective Fee at LOS D $> \$10,357.14 \times 0.141 = \$1,460.36 / \text{ Trip}$

Cost of Benefit = $\$1,460.36 \times 112 \text{ Trips} = \$163,560.32 > \text{CALL } \$163,500$

PASEO DE VALENCIA PARTIAL BENEFIT = \$163,500
 (Health Center Drive to Los Alisos Boulevard)

PASEO DE VALENCIA TOTAL BENEFIT = \$305,900 (ALDC DEVELOPMENT)
 (El Toro Road to Los Alisos Boulevard)

Jurisdiction: City of Laguna Hills

Type of GENERAL FUND Transportation Expenditures:

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

MAINTENANCE	Total Expenditure
Traffic Signal Maintenance (100-356-720420)	\$ 230,000.00
Traffic Engineer Services (100-356-700101)	\$ 95,000.00
Streetlights & Signals Electricity (100-356-631400 & 631900 & 630000)	\$ 585,250.00
Subtotal Maintenance	\$ 910,250.00

CONSTRUCTION	Total Expenditure
Subtotal Construction	\$ -

INDIRECT/OTHER	Total Expenditure
Subtotal Indirect/Other	\$ -

Total General Fund Transportation Expenditures \$ 910,250.00

(Less Total MOE Exclusions¹) \$ -

MOE Expenditures \$ 910,250.00

MOE Benchmark Requirement² \$ 355,496.00

(Shortfall)/Surplus \$ 554,754.00

Certification:

I hereby certify that:

- ☒ The City of Laguna Hills is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for Measure M2 Eligibility purposes and;
- ☒ The City of Laguna Hills's MOE Certification Form is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties" and;
- ☒ The City of Laguna Hills certifies that the budgeted MOE expenditures meet or exceed the fiscal year (FY) 2025-26 MOE benchmark requirement³.


Finance Director Signature

Eric Hendrickson
Finance Director (Print Name)

6/2/2025
Date

¹ Funding sources include Measure M, federal, state, redevelopment, and bond financing.

² Please refer to Exhibit 2 in the M2 Eligibility Guidelines for the City's MOE benchmark requirement.



City of Laguna Hills
General Fund Expenditure - Public Works
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
100-355-510000	Salaries - Full-Time	573,786	642,834	959,310	875,756	902,029
100-355-512000	Salaries - Part-Time & Temp	4,421	-	-	-	-
100-355-518000	Auto Allowance	4,000	4,800	4,800	4,800	4,800
100-355-520000	FICA/Medicare	7,806	8,811	13,980	12,768	13,151
100-355-521000	Retirement	63,579	80,445	108,138	146,123	150,507
100-355-530000	Health Insurance	73,360	85,924	152,540	123,298	126,997
100-355-530200	Group Life - Basic	1,938	2,045	2,865	2,564	2,641
100-355-542000	Disability Insurance	4,003	4,412	6,131	5,376	5,537
100-355-610000	Memberships & Subscriptions	890	1,507	3,000	3,000	3,000
100-355-611000	Training, Conferences & Meetings	1,723	2,455	2,500	4,250	3,250
100-355-613000	Mileage Reimbursement	-	-	250	-	-
100-355-613100	Vehicle Fuel	5,449	4,483	8,000	-	-
100-355-622000	Operating Supplies	18,067	8,094	25,000	25,000	25,000
100-355-623000	Printing & Mailing	17,769	6,681	10,000	10,000	10,000
100-355-626000	Subscriptions & Books	-	231	1,000	-	-
100-355-630000	Communications	-	2,615	250	2,900	2,900
100-355-631000	Utilities - Electric	121,121	125,235	120,000	130,000	130,000
100-355-635000	Utilities - Water	404,780	412,759	530,000	530,000	530,000
100-355-640000	Facility Operations Rentals	9,012	9,012	10,000	10,000	10,000
100-355-646100	Vehicles - Fuel & Maintenance	2,284	27,735	2,500	10,500	10,500
100-355-696000	NPDES Permits & Fees	-	191,404	200,000	205,000	210,000
100-355-700000	Professional Services	-	174,949	480,000	230,000	230,000
100-355-700041	Park Improvement Needs Assessment	7,292	5,750	40,250	-	-
100-355-700100	City Engineer Services	-	20,314	25,000	-	-
100-355-700250	On-Call Engineer Services	23,945	99,295	75,000	175,000	175,000
100-355-700255	Improvement Inspections	156,775	111,718	44,000	200,000	200,000
100-355-700300	Hazard Mitigation Plan	13,132	5,204	21,038	-	-
100-355-720401	Other Public Works Maintenance	167,755	95,299	155,000	195,000	195,000
100-355-720500	Graffiti Removal	81,845	62,298	70,000	70,000	70,000
100-355-720700	Landscape Maintenance	1,172,522	1,188,113	1,590,000	1,475,000	1,554,500
100-355-720701	Parks Maintenance & Repairs	131,682	192,044	165,500	180,000	180,000
100-355-720702	Tree Maintenance	339,286	323,399	530,000	450,000	450,000
100-355-720730	Annual Weed Abatement Program	52,822	59,245	60,000	85,000	90,000
new account	Facility Maintenance	-	-	-	150,000	150,000
100-355-910000	Furniture & Equipment	3,282	85,326	20,000	20,000	20,000
Public Works (Measure M MOE)						
100-356-630000	MOE - Communications	269	340	250	250	250
100-356-631400	MOE - Electric (Streetlights & Signals)	481,843	519,261	500,000	525,000	551,250
100-356-631900	MOE - Electric (On-Bill Financing)	88,938	91,739	90,000	60,000	40,000
100-356-700101	MOE - Traffic Engineer Services	48,609	49,038	95,000	95,000	95,000
100-356-720400	MOE - Street Maintenance	1,160	204,656	-	-	-
100-356-720420	MOE - Traffic Signal Maintenance	230,693	247,879	130,000	230,000	230,000
TOTAL EXPENDITURES		4,315,837	5,157,348	6,251,302	6,241,585	6,371,312
SUMMARY BY FUNCTION:						
SALARIES & BENEFITS		732,893	829,271	1,247,764	1,170,685	1,205,662
MATERIALS, SUPPLIES, & SERVICES		3,582,944	4,328,076	5,003,538	5,070,900	5,165,650
TOTALS		4,315,837	5,157,348	6,251,302	6,241,585	6,371,312

Public Works (Measure M2 MOE)

630000 MOE - Communication

- Traffic signal communications

250	250
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631400 MOE - Electric (Streetlights & Signals)

- Electricity costs for streetlights and signals

525,000	551,250
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631900 MOE - Electric (On-Bill Financing)

- Loan re-payments related to conversion to LED lighting

60,000	40,000
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700101 MOE - Traffic Engineer Services

- Engineering services related to traffic, streets, and signals

95,000	95,000
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720420 MOE - Traffic Signal Maintenance

- Signal maintenance (downed poles, lights out, etc)

230,000	230,000
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City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Chair and Agency Members
From: Joe Ames, Assistant City Manager
Issue: Capital Improvement Program General Plan Conformity Report

Recommendation: That the Planning Agency adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, finding that the proposed 2025/2026 Fiscal Year Capital Improvement Program conforms with the General Plan of the City of Laguna Hills pursuant to California Government Code Section 65401.”

Background:

In accordance with Section 65401 of the California Government Code, a Capital Improvement Program (CIP) is required to annually be submitted to the City's Planning Agency for review and determination as to its conformance with the adopted General Plan. California Government Code Section 65401 requires that departments within municipalities responsible for implementing CIP projects prepare and present the following to the Planning Agency: 1) A comprehensive list of the proposed CIPs for the following budget cycle; and 2) A report as to conformity of that plan with the adopted General Plan.

The multi-year CIP is proposed to be adopted by the City Council on June 10, 2025, and is proposed to include projects in the 2025/2026 fiscal year. Potential projects that may be included in the next fiscal year's CIP, along with the accompanying General Plan Goals they support, are described below. The identified CIP project numbers correspond to the budget project numbers and categories as listed in Exhibit A for the attached Resolution.

Proposed CIP projects that are constructed and implemented are governed by the adopted CIP budget, and are controlled by City Council through the standard design-

bid-build process, which adheres to the California Uniform Construction Cost Accounting Act process and Chapter 3-08 of the Laguna Hills Municipal Code. Adoption of the proposed Resolution does not, in of itself, approve any of or all of the below-listed projects.

Streets, Signals, and Lighting (CIP 100-series)

The following project meets Mobility Goal M-1 (Provide a safe and efficient local transportation system consistent with the general County standards and the regional system) and Mobility Goal M-2 (Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists):

- Citywide Local Street Rehabilitation Project (CIP 101) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Citywide Concrete Repair Project (CIP 106) - Provides for as-needed removal and replacement of deficient sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Citywide Street Name Signs (CIP 113) - Replace street name signs with updated street name signs at all City intersections, except signalized intersections.
- Replacement of Internally Illuminated Street Name Signs (CIP 153) - Replace antiquated and deteriorated fluorescent tube internally illuminated street name signs (ILSNS) with light emitting diode (LED) modern signs with updated street names on all signs.
- Access Ramps (CIP 170) - Installation or replacement of access ramps meeting Federal and State approved design standards at all intersections as required by the Americans with Disability Act. Approximately 1000 ramps will eventually be constructed for all intersections in the City not currently meeting the required standards. This project can be phased over several years.

- Avenida de la Carlota Pavement Rehabilitation Project, Lake Forest Drive to Los Alisos Boulevard (CIP 182) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Moulton Parkway Pavement Rehabilitation Project, Laguna Hills Drive to SR-73/South City Limits (CIP 183) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- La Paz Road Pavement Rehabilitation Project, I-5/East City Limits to Alameda Avenue (CIP 185) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Santa Maria Avenue Pavement Rehabilitation Project (CIP 180) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Moulton Parkway - Paseo de Valencia Bypass Confluence Project Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-L) - This project, at 13 intersections, will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.

- Alicia Parkway Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-M) - In partnership with the City of Laguna Niguel, this project will replace antiquated video detection systems with new radar detection, install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Avenida de la Carlota Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-N) - This project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Cabot Road Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-O) - In partnership with the City of Laguna Niguel, this project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- La Paz Road Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-P) - In partnership with the City of Laguna Niguel, this project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Traffic Signal Improvements/Coordination Projects (CIP 168) - This project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control. This is a placeholder for matching funds for yet-to-be-developed specific corridors funded by Measure M2 RTSSP (Project P), which may include Oso Parkway, Lake Forest Drive, and Moulton Parkway.
- Paseo de Valencia and Cabot Road Active Transportation Enhancements (CIP 191) - This project consists of constructing Class IV Bikeways on Paseo de Valencia and Cabot Road, and possibly new parking and drop off zone(s) in front

of Valencia Elementary School, re-configuring lanes, new medians and parkways, and traffic signal improvements at La Paz Road/Paseo de Valencia and Alicia Parkway/Paseo de Valencia.

Parks (CIP 200-series)

The following project meets Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages):

- General Park Renovations (CIP 241) - Provides for the replacement, upgrade, and installation of amenities, including playground equipment and rubberized surfacing, at Cabot Park, El Conejo Park, MacKenzie Park, Mandeville Park, Mendocino Park, San Remo Park, and Veeh Ranch Park. Additional work may occur at other parks dependent on available budget.
- Replacement of Park Signage (CIP 244) - Provides for the replacement, upgrade, and installation of park monument/entry signage at the City's 14 parks.

Streetscape (CIP 300-series)

The following projects meet Conservation and Open Space Goal COS-1 (Manage limited resources so that future generations can enjoy the environmental and scenic wealth this community has to offer) and Mobility Goal M-4 (Enhance the City's streetscapes and beautify the overall driving experience in Laguna Hills):

- Moulton Parkway Median Islands at Mandeville Drive (CIP 303) – This project provides for the construction of a refuge/acceleration lane in the median on Moulton Parkway at Mandeville Drive, and associated landscape and signage improvements.
- Laguna Hills Drive Median Island Improvements (CIP 309) – This project provides for the installation of landscaping in the median.
- Electronic Message Board (Reader Board) at Alicia Parkway/Paseo de Valencia (CIP 318) – This project provides for the construction of an electronic message board (also known as a "reader board") at the NE corner of Alicia Parkway and Paseo de Valencia, reconstruction of the NE corner curb return, construction of a new parkway area, and traffic signal pole relocation.

Flood Control and Water Quality (CIP 400-series)

The following projects meet Conservation and Open Space Goal COS-1 (Manage limited resources so that future generations can enjoy the environmental and scenic wealth this community has to offer):

- Storm Drain/Slope Repairs (CIP 403) – Stand-by funding for drainage or slope repair projects resulting from storm events causing expected infrastructure impacts.
- Water Quality Improvements (CIP 412) - Install debris gates at inlets to catch basins, and in-basin trash screens, at approximately 600 storm drain entry locations throughout the City to reduce the influx of litter, leaves and soil into the storm drain system.
- Clarington Park Bioswale (CIP 413) - Construction of a new bio-swale on the perimeter of Clarington Park, and reconstruction of surrounding storm drain inlets and pipes to direct water runoff to the bio-swale, prior to discharge to Aliso Creek.
- Ridge Route Drive Bioswale (CIP 414) - Construction of a new bio-swale within the unimproved right-of-way on Ridge Route Drive, west of Santa Vittoria Drive, in the open space area, and reconstruction of surrounding storm drain inlets and pipes to direct water runoff to the bio-swale, prior to discharge to the Irvine open space.

Public Facilities (CIP 500-series)

The following projects meet Community Services and Facilities Goal CSF-1 (Establish and maintain a high level of community facilities and services to meet the needs of the community and enhance the quality of life in Laguna Hills) and Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages):

- Civic Center Improvements (CIP 505) - This project provides for various installations and replacements at the Civic Center building including wallpaper, paint, carpeting, electrical, plumbing, and heating and air-conditioning system upgrades, painting and restoration of exterior walls and garden walls, restroom fixture and surface enhancements and replacements.

- 3/5 Marines Art Installation at the Civic Center (CIP 510) - This project provides for the installation of the 3/5 Marines art installation at the Civic Center.
- Community Center Renovation (CIP 513) - This project provides for various installations and replacements at the Community Center building including wallpaper, paint, carpeting, and room divider replacements, backup generator, fire panel replacement, refurbishment of the dance room floor, upgrades to the Heritage Room floors and stage floor, new storage loft/racking system in gym storage room, scoreboard replacement for gym, addition of air conditioning to gym, painting and restoration of metal fencing, restroom fixture and surface enhancements and replacements.
- Pickleball Courts at the Sports Complex (CIP 514) – This project provides for the construction of new pickleball courts at the Community Center and Sports Park in place of the existing roller hockey rink.
- Community Center Electrical Upgrades (CIP 520) - This project provides for electrical system upgrades and installation of new pathway lighting, replacement of switchgear, and replacement and/or leveling of "Christy" boxes to prevent shorting or electrical fires.
- Public Works Corporation Yard/Storage Facility (CIP 540) – This project provides for the construction of a new corporation yard at Aliso Hills Drive and Alicia Parkway. Concept includes construction of a barn and paved driveway.

Trails and Open Space (CIP 600-series)

No projects proposed in FY2025-2026.

Staff recommends that the Planning Agency find that the 2025/2026 fiscal year projects included in the CIP are in conformance with the City's General Plan by adoption of the attached Resolution.

CEQA Findings:

The Planning Agency finds that this action is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) since it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. This General Plan conformity determination does not constitute "approval" of any of the listed projects and, for that reason, this action of

the Planning Agency is exempt from the requirements of CEQA. All projects listed in the CIP will be reviewed individually pursuant to the requirements in CEQA and the Planning Agency's review for General Plan consistency does not commit the City to any one of the listed projects. In addition, CEQA Guidelines Section 15378 specifically excludes organizational or administrative activities of government that will not result in direct or indirect physical changes in the environment.

Fiscal Impact:

There is no fiscal impact for adopting a conformity report. Any budgetary appropriations for the above-listed projects will be shown in the Biennial Budget.

Attachments:

1. Proposed Resolution for General Plan Conformity
2. Exhibit A to Resolution - CIP Budget
3. Exhibit B to Resolution - List of Projects

RESOLUTION NO. PA2025-06-10-X

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, FINDING THAT THE PROPOSED 2025/2026 FISCAL YEAR CAPITAL IMPROVEMENT PROGRAM CONFORMS WITH THE GENERAL PLAN OF THE CITY OF LAGUNA HILLS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65401

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

WHEREAS, on December 20, 1991, the City of Laguna Hills was established as a duly organized municipal corporation of the State of California; and

WHEREAS, on June 28, 1994, the City of Laguna Hills adopted its General Plan incorporating all State mandated elements; and

WHEREAS, on July 14, 2009, the City of Laguna Hills adopted an update to the Laguna Hills General Plan, which has subsequently been amended from time to time; and

WHEREAS, California Government Code Section 65401 requires the Planning Agency to annually review a comprehensive list of proposed public works projects recommended for planning, initiation, or construction during the ensuing fiscal year, and report to City Council as to conformity of that coordinated program with the City's General Plan; and

WHEREAS, the City Manager of the City of Laguna Hills has prepared a Six Year Capital Improvement Program Project Summary List and Budget, which identifies proposed 2025/2026 fiscal year public works projects; and

WHEREAS, on June 10, 2025, at a regularly scheduled meeting, the Planning Agency reviewed and considered the comprehensive list of 2025/2026 fiscal year public works projects included in the City of Laguna Hills Six Year Capital Improvement Program Project Summary List and Budget and concluded said review prior to the adoption of this Resolution.

NOW, THEREFORE, THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The foregoing Recitals are true and correct and are incorporated herein by reference.

SECTION 2. Each of the 2025/2026 fiscal year public works projects included in the City of Laguna Hills Six Year Capital Improvement Program Project Summary List and Budget, attached hereto as Exhibit “A” and incorporated herein by reference conforms with the City’s General Plan based on the information and findings set forth in Exhibit “B”, attached hereto and incorporated herein by reference.

SECTION 3. The Planning Agency finds that this action is exempt from the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3) since it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. This General Plan conformity determination does not constitute “approval” of any of the listed projects and, for that reason, this action of the Planning Agency is exempt from the requirements of CEQA. All projects listed in the CIP will be reviewed individually pursuant to the requirements in CEQA and the Planning Agency’s review for General Plan consistency does not commit the City to any one of the listed projects. In addition, CEQA guidelines Section 15378 specifically excludes organizational or administrative activities of government that will not result in direct or indirect physical changes in the environment.

SECTION 4. Based on the findings and conclusions set forth above, this Resolution shall serve as the Planning Agency’s report regarding the conformity of the 2025/2026 fiscal year public works projects included in the City of Laguna Hills Six Year Capital Improvement Program Project Summary List and Budget with the City’s adopted General Plan as required by California Government Code Section 65401.

PASSED, APPROVED, AND ADOPTED this 10th day of June 2025.

JOSHUA SWEENEY, CHAIR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. PA2025-06-10-X adopted by the Planning Agency of the City of Laguna Hills,
California, at a Regular Meeting thereof held on the 10th day of June 2025, by the following
vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK

Capital Improvement Program
FY 2025/2026

#	Project Name	Estimated 7 Year Cost	Funding Source	Carryover	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Future
600-251-950101	Citywide Local Street Rehabilitation Project	\$ 11,200,000	Gas Tax - HUTA	-	1,200,000	-	1,600,000	-	1,600,000	-	1,600,000
			Gas Tax - SB1 RMRA	-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000
			Total	-	2,500,000	-	2,900,000	-	2,900,000	-	2,900,000

Project description: The City's biennial street rehabilitation project.
For FY 25-26, select streets within Zones A&D and Zones C&E will be addressed (\$2,500,000)
For FY 27-28, select streets within Zones B&F, plus Moulton Parkway between SR-73 and Bridge (near Indian Hill Lane) will be addressed.

600-251-950106	Citywide Concrete Repair Project	\$ 466,014	Gas Tax - HUTA	166,014	150,000	150,000	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	166,014	150,000	150,000	-	-	-	-	-

Project description: Replacement of sidewalk panels, curb and gutter, and curb ramps as the identified by City staff on an annual basis.
\$75,000 for Sidewalk and Transverse (curb and gutter elevations relative to sidewalk) Survey in FY 25-26 in Zones A & D, and FY 26-27 in Zones C & E.

600-251-950182	Avenida de la Carlota Pavement Rehabilitation	\$ 1,500,000	General Fund	-	-	-	1,200,000	-	-	-	-
			OCTA Funds	-	-	-	300,000	-	-	-	-
			Total	-	-	-	1,500,000	-	-	-	-

Project description: Proposed project to overlay Avenida de la Carlota between Lake Forest Drive and Los Alisos Boulevard. Timing dependent on Village at Laguna Hills project. Developer has been previously conditioned to overlay the roadway, but after the project is done. This project was identified in the City's 2022 Pavement Management Plan, but was deferred to the VALH project.

600-251-950183	Moulton Parkway Pavement Rehabilitation	\$ 2,500,000	General Fund	-	-	-	2,500,000	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	-	-	2,500,000	-	-	-	-

Project description: Proposed project to overlay Moulton Parkway from south City limit to Glenwood. This project was previously identified in the City's 2022 Pavement Management Plan, but was deferred due to lack of funding.

600-251-950185	La Paz Road Pavement Rehabilitation	\$ 1,350,000	General Fund	-	-	-	-	-	1,350,000	-	-
				-	-	-	-	-	-	-	-
			Total	-	-	-	-	-	1,350,000	-	-

Project description: Proposed project to overlay La Paz Road from I-5 to Alameda. This project was previously identified in the City's 2024 Pavement Management Plan.

600-251-950180	Santa Maria Avenue Rehabilitation	\$ 130,000	Gas Tax - HUTA	-	130,000	-	-	-	-	-	-
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Project description: Repaving eastbound Santa Maria Avenue, in conjunction with the City of Laguna Woods.

600-251-950170	Access Ramps	\$ 2,100,000	CDBG Funds	-	250,000	250,000	250,000	250,000	250,000	250,000	250,000
			General Fund	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000
			Total	-	300,000	300,000	300,000	300,000	300,000	300,000	300,000

Project description: \$250,000 CDBG Grant for Construction; \$50,000 for Design and Construction Management

600-251-950153	Internally Illuminated Street Name Sign Replacements	\$ 125,000	General Fund	125,000	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	125,000	-	-	-	-	-	-	-

Project description: Replacement of green street name signs at signalized intersections with white lettering on black background, non-illuminated street name signs.

600-251-950113	Citywide Street Name Sign Replacements	\$ 260,000	General Fund	-	260,000	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	260,000	-	-	-	-	-	-

Project description: Replacement of non-illuminated, pole-mounted street name signs throughout the City at the recommendation of the ECBC.

600-251-950168 (168-L)	Moulton Parkway - Paseo de Valencia Confluence Bypass	\$ 1,218,519	Measure M Project P	-	974,199	-	-	-	-	-	-
			CARITS	244,320	-	-	-	-	-	-	-
			Total	244,320	974,199	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

Capital Improvement Program
FY 2025/2026

600-251-950168 (168-M)	Alicia Parkway Regional Traffic Signal Synchronization Project	\$ 829,434	Measure M Project P CARITS	-	663,547	-	-	-	-	-	-
				165,887	-	-	-	-	-	-	-
			Total	165,887	663,547	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-N)	Avenida de la Carlota Regional Traffic Signal Synchronization	\$ 749,995	Measure M Project P CARITS	-	599,996	-	-	-	-	-	-
				149,999	-	-	-	-	-	-	-
			Total	149,999	599,996	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-O)	Cabot Road Regional Traffic Signal Synchronization Project (RTSSP)	\$ 476,643	Measure M Project P CARITS	-	381,314	-	-	-	-	-	-
				95,329	-	-	-	-	-	-	-
			Total	95,329	381,314	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-P)	La Paz Road Regional Traffic Signal Synchronization Project (RTSSP)	\$ 592,111	Measure M Project P CARITS	-	473,689	-	-	-	-	-	-
				118,422	-	-	-	-	-	-	-
			Total	118,422	473,689	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168	Traffic Signal Improvements Coordination	\$ 426,043	Measure M Project P CARITS	-	-	-	-	-	-	-	-
				426,043	-	-	-	-	-	-	-
			Total	426,043	-	-	-	-	-	-	-

Project description: Placeholder for matching funds for yet-to-be-developed traffic signal improvement projects funded by Measure M2 RTSSP (Project P), which may include Oso Parkway, Lake Forest Drive, and Moulton Parkway. Carryover represents amount available that is not earmarked for other projects.

600-251-950191	Paseo de Valencia Active Transportation Enhancements	\$ 7,200,000	Federal Funding	-	140,000	4,860,000	-	-	-	-	-
			Measure M Env. Cleanup	-	-	2,000,000	-	-	-	-	-
			General Fund	-	-	200,000	-	-	-	-	-
			Total	-	140,000	7,060,000	-	-	-	-	-

Project description: Project for constructing Class IV Bikeway on Paseo de Valencia and Cabot Road, new parking and drop off zone in front of Valencia Elementary, new medians and parkway areas, traffic signal improvements at La Paz/Paseo de Valencia.

600-254-950403	Storm Drains / Slope Repairs	\$ 29,097	General Fund	29,097	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	29,097	-	-	-	-	-	-	-

Project description: Carryover funds for addressing any storm drain or slope repairs that arise.

600-252-950241	Park Rehabilitation Projects (Cabot, El Conejo, MacKenzie, San Remo, Veeh Ranch)	\$ 4,000,000	Quimby Act Funds	2,000,000	2,000,000	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	2,000,000	2,000,000	-	-	-	-	-	-

Project description: Playground renovation and other identified improvements for Cabot, El Conejo, MacKenzie, San Remo, Veeh Ranch Parks.

600-252-950244	Replacement of Park Signage (9 Parks)	\$ 150,000	General Fund	-	-	150,000	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	-	150,000	-	-	-	-	-

Project description: Replacement of park signage at 9 City parks to match the anticipated new signage in CIP 241.

600-253-950303	Moulton Median Islands	\$ 225,000	General Fund	-	225,000	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	225,000	-	-	-	-	-	-

Project description: Request is for construction of a refuge lane at Mandeville and Moulton Parkway.

Capital Improvement Program
FY 2025/2026

600-253-950318	Electronic Message Board at Alicia/Paseo de Valencia	\$	525,000	General Fund	525,000	-	-	-	-	-	-	-
					Total	525,000	-	-	-	-	-	-
Project description: Construction of a new electronic message board at Alicia Parkway and Paseo de Valencia.												

600-253-950309	Laguna Hills Drive Median Landscape Improvements	\$	380,000	MNWD Reimbursement Fund	-	380,000	-	-	-	-	-	-
					Total	-	380,000	-	-	-	-	-
Project description: Installation of irrigation and landscaping within the unimproved median island on Laguna Hills Drive near Paseo de Valencia.												

600-254-950413	Clarington Park Bioswale (CIP 413)	\$	1,114,000	General Fund	-	-	-	486,000	-	-	-	-
					MWDOC Turf Rebate Program	-	-	-	28,000	-	-	-
					Measure M2 - Comp. Grant	-	-	-	600,000	-	-	-
					Total	-	-	-	1,114,000	-	-	-
Project description: Construction of a new bio-swale on the perimeter of Clarington Park.												

600-254-950414	Ridge Route Drive Bioswale (CIP 414)	\$	550,000	General Fund	-	-	110,000	-	-	-	-	-
					MWDOC Turf Rebate Program	-	-	-	-	-	-	-
					Measure M2 - Comp. Grant	-	-	440,000	-	-	-	-
					Total	-	-	550,000	-	-	-	-
Project description: Construction of a new bio-swale within unimproved right-of-way on Ridge Route Drive west of Santa Vittoria in the open space area.												

600-254-950412	Water Quality Improvements	\$	500,000	General Fund	-	-	50,000	-	50,000	-	-	-
					MWDOC Turf Rebate Program	-	-	-	-	-	-	-
					Measure M2 - Comp. Grant	-	-	200,000	-	200,000	-	-
					Total	-	-	250,000	-	250,000	-	-
Project description: Placeholder for future ECP grant application for catch basin debris screens and pipe connector screens.												

600-255-950505	Civic Center Improvements	\$	210,000	General Fund	210,000	-	-	-	-	-	-	-
					Total	210,000	-	-	-	-	-	-
Project description: Carpeting, paint, wallpaper, plumbing upgrades, stucco repairs at Civic Center.												

600-255-950510	3/5 Marines Art Installation at the Civic Center	\$	200,000	General Fund	-	200,000	-	-	-	-	-	-
					Total	-	200,000	-	-	-	-	-
Project description: Associated costs with the installation of 3/5 Marines art installation at the Civic Center.												

600-255-950513	Community Center Renovations	\$	500,000	General Fund	57,000	443,000	-	-	-	-	-	-
					Total	57,000	-	443,000	-	-	-	-
Project description: Carpeting on second floor and tower room, and stairways (\$170k) Paint (\$120k) Wallpaper (\$150k)												

600-255-950520	Community Center Electrical Upgrades	\$	300,000	General Fund	-	300,000	-	-	-	-	-	-
					Total	-	300,000	-	-	-	-	-
Project description: Installation of new pathway lighting, replacement of switchgear, replacement and/or leveling of Christy boxes to prevent shorting or electrical fires.												

600-255-950540	Public Works Corporation Yard/Storage Facility	\$	750,000	General Fund	-	-	750,000	-	-	-	-	-
					Total	-	-	750,000	-	-	-	-

Capital Improvement Program
FY 2025/2026

Project description:	Construction of a new corporation yard at Aliso Hills Drive and Alicia Parkway. Concept includes construction of a barn and paved driveway.
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600-255-950514	Sports Complex Renovations	\$	242,000	General Fund	67,000	175,000	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	67,000	175,000	-	-	-	-	-	-

Project description: Installation of pickleball court in lieu of existing roller hockey rink.

Grand Totals	\$ 40,798,856	4,379,111	9,852,745	8,753,000	9,214,000	550,000	4,550,000	300,000	3,200,000
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\$ 40,798,856
\$ -

General Fund	1,013,097	1,210,000	853,000	5,136,000	100,000	1,400,000	50,000	50,000
Gas Tax - HUTA	166,014	1,480,000	150,000	1,600,000	-	1,600,000	-	1,600,000
Gas Tax - RMRA	-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000
Measure M - Comp. Grant	-	3,092,745	2,640,000	600,000	200,000	-	-	-
CDBG	-	250,000	250,000	250,000	250,000	250,000	250,000	250,000
CARITS	1,200,000	-	-	-	-	-	-	-
MWDOC Turf Rebate Prog	-	-	-	28,000	-	-	-	-
MNWD Reimbursement F	-	380,000	-	-	-	-	-	-
Quimby Act Funds	2,000,000	2,000,000	-	-	-	-	-	-
Federal Funding	-	140,000	4,860,000	-	-	-	-	-
OCTA Funds	-	-	-	300,000	-	-	-	-
Total	4,379,111	9,852,745	8,753,000	9,214,000	550,000	4,550,000	300,000	3,200,000
	-	-	-	-	-	-	-	-

Exhibit B

2025/2026 Fiscal Year

Capital Improvement Program

General Plan Conformity Findings

Streets, Signals, and Lighting (CIP 100-series)

The following project meets Mobility Goal M-1 (Provide a safe and efficient local transportation system consistent with the general County standards and the regional system) and Mobility Goal M-2 (Implement improvements that foster improved traffic safety on the circulation system for all drivers, pedestrians, and cyclists).

- Citywide Local Street Rehabilitation Project (CIP 101) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Citywide Concrete Repair Project (CIP 106) - Provides for as-needed removal and replacement of deficient sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Citywide Street Name Signs (CIP 113) - Replace street name signs with updated street name signs at all City intersections, except signalized intersections.
- Replacement of Internally Illuminated Street Name Signs (CIP 153) - Replace antiquated and deteriorated fluorescent tube internally illuminated street name signs (ILSNS) with light emitting diode (LED) modern signs with updated street names on all signs.
- Access Ramps (CIP 170) - Installation or replacement of access ramps meeting Federal and State approved design standards at all intersections as required by the Americans with Disability Act. Approximately 1000 ramps will eventually be constructed for all intersections in the City not currently meeting the required standards. This project can be phased over several years.
- Avenida de la Carlota Pavement Rehabilitation Project, Lake Forest Drive to Los Alisos Boulevard (CIP 182) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.

- Moulton Parkway Pavement Rehabilitation Project, Laguna Hills Drive to SR-73/South City Limits (CIP 183) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- La Paz Road Pavement Rehabilitation Project, I-5/East City Limits to Alameda Avenue (CIP 185) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Santa Maria Avenue Pavement Rehabilitation Project (CIP 180) - Provides for as-needed removal and replacement of deficient asphalt pavement and a new finish course of asphalt pavement, and may include removal and replacement of sidewalk, ramps and walkways, removal and replacement of curb and gutter, driveway aprons, and driveways within the public right-of-way, or the grinding of uplifted sidewalk panels within the public right-of-way.
- Moulton Parkway - Paseo de Valencia Bypass Confluence Project Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-L) - This project, at 13 intersections, will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Alicia Parkway Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-M) - In partnership with the City of Laguna Niguel, this project will replace antiquated video detection systems with new radar detection, install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Avenida de la Carlota Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-N) - This project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Cabot Road Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-O) - In partnership with the City of Laguna Niguel, this project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for

timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.

- La Paz Road Regional Traffic Signal Synchronization Project (RTSSP) (CIP 168-P) - In partnership with the City of Laguna Niguel, this project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control.
- Traffic Signal Improvements/Coordination Projects (CIP 168) - This project will replace antiquated video detection systems with new radar detection (where needed), install battery backup, controller, and pan-tilt-zoom cameras, and will interconnect traffic signals, provide for timing/coordination plans, synchronize traffic signals and connect individual locations to a central control. This is a placeholder for matching funds for yet-to-be-developed specific corridors funded by Measure M2 RTSSP (Project P), which may include Oso Parkway, Lake Forest Drive, and Moulton Parkway.
- Paseo de Valencia and Cabot Road Active Transportation Enhancements (CIP 191) - This project consists of constructing Class IV Bikeways on Paseo de Valencia and Cabot Road, and possibly new parking and drop off zone(s) in front of Valencia Elementary School, re-configuring lanes, new medians and parkways, and traffic signal improvements at La Paz Road/Paseo de Valencia and Alicia Parkway/Paseo de Valencia.

Parks (CIP 200-series)

The following project meets Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages)

- General Park Renovations (CIP 241) - Provides for the replacement, upgrade, and installation of amenities, including playground equipment and rubberized surfacing, at Cabot Park, El Conejo Park, MacKenzie Park, Mandeville Park, Mendocino Park, San Remo Park, and Veeh Ranch Park. Additional work may occur at other parks dependent on available budget.
- Replacement of Park Signage (CIP 244) - Provides for the replacement, upgrade, and installation of park monument/entry signage at the City's 14 parks.

Streetscape (CIP 300-series)

The following projects meet Conservation and Open Space Goal COS-1 (Manage limited resources so that future generations can enjoy the environmental and scenic wealth this community has to offer) and Mobility Goal M-4 (Enhance the City's streetscapes and beautify the overall driving experience in Laguna Hills)

- Moulton Parkway Median Islands at Mandeville Drive (CIP 303) – This project provides for the construction of a refuge/acceleration lane in the median on Moulton Parkway at Mandeville Drive, and associated landscape and signage improvements.
- Laguna Hills Drive Median Island Improvements (CIP 309) – This project provides for the installation of landscaping in the median.
- Electronic Message Board (Reader Board) at Alicia Parkway/Paseo de Valencia (CIP 318) – This project provides for the construction of an electronic message board (also known as a "reader board") at the NE corner of Alicia Parkway and Paseo de Valencia, reconstruction of the NE corner curb return, construction of a new parkway area, and traffic signal pole relocation.

Flood Control and Water Quality (CIP 400-series)

The following projects meet Conservation and Open Space Goal COS-1 (Manage limited resources so that future generations can enjoy the environmental and scenic wealth this community has to offer).

- Storm Drain/Slope Repairs (CIP 403) – Stand-by funding for drainage or slope repair projects resulting from storm events causing expected infrastructure impacts.
- Water Quality Improvements (CIP 412) - Install debris gates at inlets to catch basins, and in-basin trash screens, at approximately 600 storm drain entry locations throughout the City to reduce the influx of litter, leaves and soil into the storm drain system.
- Clarington Park Bioswale (CIP 413) - Construction of a new bio-swale on the perimeter of Clarington Park, and reconstruction of surrounding storm drain inlets and pipes to direct water runoff to the bio-swale, prior to discharge to Aliso Creek.
- Ridge Route Drive Bioswale (CIP 414) - Construction of a new bio-swale within the unimproved right-of-way on Ridge Route Drive, west of Santa Vittoria Drive, in the open space area, and reconstruction of surrounding storm drain inlets and pipes to direct water runoff to the bio-swale, prior to discharge to the Irvine open space.

Public Facilities (CIP 500-series)

The following projects meet Community Services and Facilities Goal CSF-1 (Establish and maintain a high level of community facilities and services to meet the needs of the community and enhance the quality of life in Laguna Hills) and Conservation and Open Space Goal COS-2 (Expand and maintain the City's integrated parks, recreation, and trails system to meet the needs of residents of all ages).

- Civic Center Improvements (CIP 505) - This project provides for various installations and replacements at the Civic Center building including wallpaper, paint, carpeting, electrical, plumbing, and heating and air-conditioning system upgrades, painting and restoration of

exterior walls and garden walls, restroom fixture and surface enhancements and replacements.

- 3/5 Marines Art Installation at the Civic Center (CIP 510) - This project provides for the installation of the 3/5 Marines art installation at the Civic Center.
- Community Center Renovation (CIP 513) - This project provides for various installations and replacements at the Community Center building including wallpaper, paint, carpeting, and room divider replacements, backup generator, fire panel replacement, refurbishment of the dance room floor, upgrades to the Heritage Room floors and stage floor, new storage loft/racking system in gym storage room, scoreboard replacement for gym, addition of air conditioning to gym, painting and restoration of metal fencing, restroom fixture and surface enhancements and replacements.
- Pickleball Courts at the Sports Complex (CIP 514) – This project provides for the construction of new pickleball courts at the Community Center and Sports Park in place of the existing roller hockey rink.
- Community Center Electrical Upgrades (CIP 520) - This project provides for electrical system upgrades and installation of new pathway lighting, replacement of switchgear, and replacement and/or leveling of "Christy" boxes to prevent shorting or electrical fires.
- Public Works Corporation Yard/Storage Facility (CIP 540) – This project provides for the construction of a new corporation yard at Aliso Hills Drive and Alicia Parkway. Concept includes construction of a barn and paved driveway.

Trails and Open Space (CIP 600-series)

No projects proposed in FY 2025-2026.



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Chair and Agency Members
From: Jennifer Lowe, Community Development Director
Issue: Conditional Use Permit (CUP) No. USE-0188-2024, a request by Property Owner Rahim Tofigh for Approval of a Proposed Roof Deck on a Detached Rear Yard Accessory Dwelling Unit Located at 25961 Glen Canyon Drive

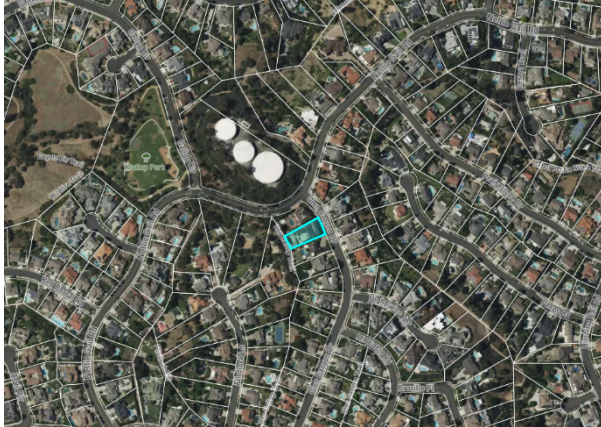
Recommendation: That the Planning Agency:

1. Conduct a public hearing;
2. Find and determine that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures); and
3. Adopt a Resolution entitled: "A Resolution of the Planning Agency of the City of Laguna Hills, California, Approving Conditional Use Permit (CUP) No. USE-0188-2024, a Request by Property Owner Rahim Tofigh for Approval of a Roof Deck on a Detached Rear Yard Accessory Dwelling Unit Located at 25961 Glen Canyon Drive, Including an Exemption from the California Environmental Quality Act (CEQA) per CEQA Guidelines Article 19 Section 15303 (Class 3, New Construction or Conversion of Small Structures)."

Background:

The subject residential property, located at 25961 Glen Canyon Drive, is within the Estate Residential (ER) zoning district and is part of the Nellie Gail Homeowners Association. The property is approximately 0.37 acres (16,000 square feet) and consists of an approximately 8,331 square foot single-family home constructed in 1982. Existing

conditions for the site include the primary residence and a downward slope at the rear portion of the lot. The property owner submitted plans for a building permit, BLDR-0059-2024 for the addition of a detached accessory dwelling unit (ADU), which is allowed by State law, with a proposed roof deck that requires the approval of a Conditional Use Permit. Below is a vicinity map of the Project:



Authority:

Laguna Hills Municipal Code (“LHMC”) Chapter 9-40 (Design Regulations and Standards) provides general design guidelines and development standards in designing projects. LHMC Section 9-40.180 provides that roof decks may be permitted, subject to the approval of a conditional use permit (CUP). The process the City must follow in reviewing a CUP for the proposed accessory structure is found in LHMC Section 9-92.080(C). As the Planning Agency is aware, conditional use permits are used to evaluate uses that may have a moderate to high potential for adverse impact to adjacent or abutting uses or the surrounding community due to operating characteristics. Approval of conditional use permits can allow a use, subject to expressed conditions, to ensure compatibility between the requested use and existing uses. Staff prepared findings demonstrating that the proposed CUP for the roof top addition complies with the Zoning Code, Estate Residential zoning district, and the General Plan as stated in the Proposed Resolution of Approval (Attachment A).

Proposal & Analysis:

Rahim Tofigh, Project Applicant and Property Owner, (the “Applicant”) requests approval of Conditional Use Permit (CUP) No. USE-0188-2024 to construct an approximately 326 square foot roof deck atop a portion of an accessory dwelling unit located within the rear yard (Attachment B). The Property Owner is proposing to terrace the existing slope in the rear yard to support the construction of an accessory

dwelling unit. The accessory dwelling unit is permitted by State law. Upon terracing the rear portion of the property, the highest point of the accessory dwelling unit would be at grade with the main residence's immediately accessible rear yard. The Project has been designed and properly engineered to allow the roof of the ADU to also serve as a roof deck and expand the accessible area of the existing rear yard patio.

The standards identified under LPMC Section 9-40.180 (Roof Decks), specify that roof decks are subject to the approval of a CUP. Additionally, LPMC Section 9-70 (Accessory Structures) provides regulations for specific accessory structures. Any accessory structure that is not listed or does not meet the standards defined in LPMC Section 9-70, needs to meet the standards of the applicable zoning district. Although the proposed location of the roof deck is on top of an accessory dwelling unit, the accessory dwelling unit is not a part of this application review. The ADU is in conformance with the State ADU standards, and pursuant to California Government Code Section 65852.2, ADUs are ministerial and shall not be subject to discretionary review or a public hearing. Therefore, the accessory dwelling unit is not subject to discretionary review by the Planning Agency nor is it part of the proposed Conditional Use Permit. Only the proposed roof deck is subject to approval of a conditional use permit.

A roof deck is not a defined accessory structure within LPMC Section 9-70. Therefore, it is subject to the development standards of the Estate Residential (ER) zoning district as detailed in LPMC Table 9-12.050. The proposed roof deck meets the standards of the Estate Residential zoning district. The required side setback back for an interior lot within the ER zoning district is eight feet (8'). The roof deck provides an eighteen-foot (18') side setback to the southern property line and a thirty-five-foot (35') side setback from the northern property line. The required rear setback for the ER zoning district is twenty-five feet (25') and the roof deck is setback thirty-six feet (36') from the rear property line. The height of the accessory dwelling unit is sixteen feet (16'). Since the proposed roof deck sits atop this structure, the height of the roof deck is sixteen feet (16') and is under the maximum height standard of thirty-five feet (35'). In meeting these standards, the roof deck has met the applicable development standards of the Estate Residential zoning district.

California Building Code requires that decks have a safety railing forty-two (42") in height. To ensure the roof deck complies with this requirement, and to diminish visual impact from any off-site location, the Applicant is proposing a forty-two inch (42") solid brick wall which will appear as an architectural extension of the accessory dwelling unit exterior brick façade.

Staff does not anticipate there to be any significant adverse impacts on the adjacent

properties as the proposed roof deck is setback much further than the required side and rear setbacks. Additionally, the height of the proposed roof deck complies with the allowed height of the zoning district. The subject property is a standard interior lot and with the proposed site improvements can accommodate the proposed roof deck. The design of the roof deck, with the ADU below, results in the appearance of an extended rear yard patio.

Conclusion:

Staff recommends the Planning Agency approve the proposed CUP, subject to the conditions of approval in the attached Resolution. The proposed roof deck complies with the requirements of the LHMC, Estate Residential zoning district and with the requirements of the General Plan Land Use Element. Table LU-1 of the General Plan describes the purpose and intent of land uses within the Estate Residential designation is envisioned as single-family residential neighborhoods in hillside areas. The roof deck is compatible with the General Plan's description of the desired uses, by providing an accessory structure to the single-family residence. Therefore, Staff recommends approval of CUP No. USE-0188-2024.

Public Notice:

The proposed project was advertised in an adjudicated newspaper of general circulation on May 29, 2025. A total of 15 public hearing notices were mailed, which includes all property owners within a 300-foot radius of the subject property. To date, no comments have been received. Any written comments received will be distributed at the Planning Agency Public Hearing.

CEQA Findings:

Staff reviewed the proposed Project for compliance with the California Environmental Quality Act (CEQA) and determined that this project is categorically exempt from CEQA pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures). A Class 3 categorical exemption consists of the construction and location of limited numbers of new, small facilities or structures. The proposed roof deck is consistent with the Class 3 categorical exemption as it is deemed an accessory structure to the property.

Fiscal Impact:

None.

Attachments:

1. Attachment A- Proposed Resolution of Approval
2. Attachment B- Project Plans

RESOLUTION NO. PA2025-X-X-X

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP) NO. USE-0188-2024, A REQUEST BY PROPERTY OWNER RAHIM TOFIGH FOR APPROVAL OF A ROOF DECK ON A DETACHED REAR YARD ACCESSORY DWELLING UNIT LOCATED AT 25961 GLEN CANYON DRIVE, INCLUDING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER CEQA GUIDELINES ARTICLE 19 SECTION 15303 (CLASS 3, NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES).

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

WHEREAS, Rahim Tofigh, Project Applicant and Property Owner (the "Applicant"), has filed an application for Conditional Use Permit (CUP No. USE-0188-2024), a request for approval of a Roof Deck on a Detached Rear Yard Accessory Dwelling Unit Located at 25965 Glen Canyon Drive in the Estate Residential zoning district ("Project"); and

WHEREAS, the Project is hereby found to be Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to Article 19 Section 15303 (Class 3, New Construction or Conversion of Small Structures). This exemption applies to the construction and location of limited numbers of new, small facilities or structures; and

WHEREAS, on June 10, 2025, the Planning Agency held a duly noticed public hearing and considered public comments and written and oral information and testimony presented by City staff, community residents, and other interested parties; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The above recitals are true and correct, and are incorporated herein by reference.

SECTION 2. That Planning Agency hereby determines that the required findings by the City for approval of Conditional Use Permit CUP No. USE-0188-2024 have been met and made as follows:

Conditional Use Permit

1. The proposed use is consistent with the General Plan.

The proposed use complies with all requirements of the General Plan, and is consistent with the Land Use Element. Table LU-1 of the General Plan describes the purpose and intent of land uses within the Estate Residential as low density, rural and equestrian-oriented. In addition, typical uses allowed by the Estate Residential designation consists of large lot single family homes that permit the keeping of large animals. Land Use Policy LU-2.1 encourages the preservation of the distinctive character of residential neighborhoods by applying adopted design standards to new renovation projects. The proposed roof deck is an accessory structure to the primary residential use and compatible with the General Plan's description of the desired uses in the Estate Residential. The roof deck provides an accessory use to an existing large hillside lot single family home and conforms to the City adopted development and design standards.

2. The nature, condition, and development of adjacent uses, buildings, and structures have been considered and the proposed conditional use will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures.

The subject property is located within the Estate Residential (ER) zoning district. All development within this zoning district is subject to the development standards as detailed in the Laguna Hills Municipal Code Section 9-12 ER Estate Residential District. The proposed roof deck has met all of the development standards of the zoning district. The design of the roof deck, with the ADU below, results in the appearance of an extended rear yard patio. Additionally, to diminish the visual impact from surrounding properties the roof deck material is proposed to match the exterior façade brick material of the accessory dwelling unit it is atop of.

3. The proposed site is adequate in size and shape to accommodate the use and integrate it with the existing and planned uses in the vicinity.

The subject property is approximately 0.37 acres (16,000 square feet) and is a standard interior residential lot. The property is a hillside property and due to the downslope nature of the lot, the property owner will be terracing the lot to accommodate the addition of the accessory dwelling. The design of the roof deck, with the ADU below, results in the appearance of an extended rear yard patio.

4. All required development standards prescribed by this code can be achieved.

The subject property is typical of other residential properties in the Estate Residential zoning district. The proposed roof deck has met all of the development standards as detailed within LHMC Table 9-12.050. Due to the large size of the lot, the roof deck provides ample setbacks where there will be limited impact for the neighboring properties. Additionally, the height of the roof complies with the height regulations of the zoning district and is level with the existing rear yard of the main residence.

5. The conditions and limitations placed upon the use are necessary to ensure compatibility with adjacent or abutting uses and the preservation of the public peace, safety, and welfare.

Conditions of approval are included to ensure that the proposed roof deck is designed, engineered, and built in accordance with Laguna Hills Municipal Code and California State Building Code. Such conditions include that the roof deck will comply with the standards of the zoning district and the property will follow the property maintenance standards. These conditions help to ensure that the roof deck will have no significant adverse impacts on the adjacent properties.

NOW, THEREFORE, based upon the above findings, the Planning Agency of the City of Laguna Hills does hereby approve CUP No. USE-0188-2024 subject to the following conditions:

General

1. The following Conditions of Approval shall be binding and enforceable against, and, whenever used herein, the term "Applicant" shall mean and refer to each of the following: Rahim Tofigh, Project Applicant and Property Owner, the owners(s) and tenant(s) of the property, and each of their respective successors and assigns.
2. Unless the context dictates otherwise, whenever the term "this Permit" is used in the following Conditions of Approval, it shall collectively refer to the Conditional Use Permit (CUP) No. USE-0188-2024, approved pursuant to this Resolution, as well as the plans, studies, and exhibits submitted to the City by the Applicant to describe and depict the improvements to be constructed as a part of the project, and as otherwise modified by these Conditions of Approval.
3. Unless the context dictates otherwise, whenever the term "project" is used in the following Conditions of Approval, it shall collectively refer to the plans and exhibits submitted to the City by the Applicant to depict the project, as modified by these Conditions of Approval.
4. To the fullest extent permitted by law, the Applicant shall, at its sole cost and expense, protect, defend, indemnify, and hold harmless the City, its elected and appointed officers and officials, employees, agents, departments, agencies, authorized volunteers, consultants, attorneys, boards, commissions, and committees, and instrumentalities thereof ("Indemnitees"), from and against any and all claims, liabilities, losses, fines, demands, penalties, lawsuits, writs of mandamus, and any other claims or actions or proceedings of any kind whatsoever (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to, arbitrations, mediations, and other such procedures), judgments, orders and decisions (collectively "Claims" and "Actions"), brought against the Indemnitees, which seek to attack, challenge, modify, set aside, void, or annul any action of or any permit or approval issued by the Indemnitees (including actions approved by the voters of the City) for, in connection with, or concerning the approval of this Permit. It is expressly understood and agreed that the City shall have the right to

approve, which approval will not be unreasonably withheld, the legal counsel providing the defense of the Indemnitees for the Claims and Actions, and that the Applicant shall promptly reimburse the City for all costs and expenses directly and necessarily incurred by the City in the course of the defense, including reasonable attorneys' fees. The City shall promptly notify the Applicant of any Claims and Actions brought against the Indemnitees and shall cooperate in the defense of any such Claims and Actions. If the Applicant fails to so defend the Claims and Actions, the City shall have the right but not the obligation to do so and, if it does, the Applicant shall promptly pay the City's full cost thereof.

5. Approval of this Permit constitutes approval of the proposed project only to the extent that it complies with the City's Development Code and any other applicable zoning regulations. Approval does not include any action or findings as to compliance or approval of the project regarding any other applicable ordinance, regulation, or requirement.
6. Failure to abide by and faithfully comply with any and all conditions of approval shall constitute grounds for revocation of this Permit by the Laguna Hills Planning Agency.
7. The Applicant shall agree in writing to these conditions of approval within 30 days of the Planning Agency's approval.
8. The conditions of project approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written notice of the amount of such fees, and/or exactions. The Applicant is hereby notified that the 90-day protest period in which the Applicant may protest the fees, dedications, reservation, or exactions imposed on this project through the Conditions of Approval, commencing from the date of approval of the project, has begun.
9. Pursuant to City Council Resolution No. 2017-07-11-2, the Applicant shall reimburse the City for any outstanding staff time spent on the processing of this Permit within 60 days of the Planning Agency's approval.
10. This Permit shall expire and be of no further force or effect if the Permit is not implemented within two years from June 10, 2025.
11. Within 48 hours from project approval, the Applicant shall submit to the City a check in the amount of \$50.00, made payable to the Orange County Clerk-Recorder, for filing the Notice of Exemption.

Permitting

12. The Applicant shall be responsible for ensuring applicable building permits are obtained, as required by the 2022 California Building Code, prior to commencement of any work for which a permit is required.

13. All construction shall comply with 2022 California Building, Plumbing, Mechanical, Electrical, Green, and Energy Codes with regard to the applicable occupancy group if applicable. Any work being done will require a full set of plans prepared by a licensed architect/engineer.
14. At the time of document submittal for permit issuance, the Applicant shall demonstrate compliance with California Disabled Accessibility requirements, as required by Chapter 11 of the California Building Code if applicable.
15. The Applicant shall comply with all general construction water quality requirements, as required by the LHMC 5-36.
16. The Applicant shall submit Construction and Demolition Waste Recycling Program paperwork if applicable, prior to issuance of permits, as required by Laguna Hills Municipal Code Chapter 5-48 and to comply with mandates of CalRecycle.
17. All documents required for permit issuance shall be accurately labeled and reflect all work, as required by the 2022 California Building Code.
18. The Applicant shall comply with all development standards, as required by LHMC 9-12.
19. The Applicant shall comply with all property maintenance standards, as required by LHMC 9-74.

PASSED, APPROVED AND ADOPTED this 10TH day of June 2025.

JOSH SWEENEY, CHAIR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. PA2025-X-X-X adopted by the Planning Agency of the City of Laguna Hills, California,
at a Regular Meeting thereof held on the 10th day of June 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

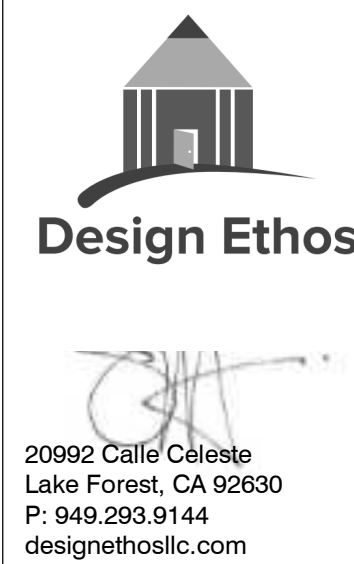
JENNIFER LEE, CITY CLERK

- 1 PROPERTY BOUNDARY
- 2 BUILDING SETBACK
- 3 (E) ELEC. METER - VERIFY IN FIELD
- 4 (N) 100A SUB ELEC. PANEL
- 5 (N) 200A ELEC. PANEL
- 6 (E) GAS METER - VERIFY IN FIELD
- 7 (N) 400 CFH (MIN.) GAS METER
- 8 (N) A/C CONDENSER AND PAD
- 9 (N) T.W.H.
- 10 (N) PATIO - CONCRETE (OR SIMILAR) - BY OTHERS
- 11 (N) GATE BY OTHERS
- 12 (N) SEWAGE PUMP - BURY IN VAULT & INSTALL PER
- 13 MFCTR'S. SPECS. CONNECT TO APPROVED (E) SEWER
SYSTEM. SEE CIVIL PLANS
- 14 JOINT UTILITY TRENCH - ELEC., GAS, WATER, ETHERNET
AS NEEDED
- 15 (N) ELEC. PANEL FOR SOLAR SYSTEM
- 16 (E) WATER METER - V.I.F.

20 CONNECT (N) S.S. LINE TO (E) LINE - VERIFY IN FIELD
24 SEE CIVIL / LANDSCAPE PLANS FOR STAIR, GRADING,
AND PATHWAY DETAILS
25 EROSION CONTROL - STRAW BALE BORDER
26 BMP - CONCRETE WASH AREA (TEMPORARY)
31 STANDARD PARKING SPACE
32 SLOPE GRADE WITHIN 5 FT. OF NEW STRUCTURE
AWAY AT MIN. 2%
35 (E) FENCE 60 IN. HEIGHT
36 (E) BLOCK WALL - 60 IN. IN HEIGHT
43 PRIMARY ENTRY DOOR
46 PROVIDE MIN. 36 IN. CLEAR PATHWAY FROM PUBLIC
R.O.W. TO ADU. ENSURE THAT ANY GATES CAN BE
OPENED FROM THE INSIDE WITHOUT LOCKS OR
SPECIAL KNOWLEDGE
47 ADU ADDRESS IDENTIFICATION

DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

25965 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653



ADU: 25965 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

MAIN HOUSE:
DR. RAHIM TOFIGH
225961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

NEW DETACHED ACCESSORY DWELLING UNIT (ADU) AT REAR YARD

EXTENSION OF EXISTING PATIO AT HOT TUB / POOL ONTO ROOF DECK
OF ADU

DEFERRED SUBMITTAL FOR SOLAR PANELS

1. Section 505 Premises Identification
505.1 Address Identification
New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches (102 mm) high with a minimum stroke width of 1/2 inch (12.7 mm). Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where signs or means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.

2. STRUCTURAL OBSERVATION MAY BE REQ'D. AS PER FIELD REQUESTS BY INSPECTOR

DESIGNER:
SIMON HIBBERT
DESIGN ETHOS LLC
20992 CALLE CELESTE
LAKE FOREST, CA 92630
T: 949.293.9144

STRUCTURAL / CIVIL / TITLE 24:
TRUONG DONG, P.E.
DONG ENGINEERING, INC.
7661 GARDEN GROVE BLVD.
GARDEN GROVE, CA 92841
T: 714.617.5979

GOVERNING CODES:
ALL NEW WORK SHALL BE IN STRICT CONFORMANCE WITH THE FOLLOWING
CODES & ORDINANCES INCLUDING BUT NOT LIMITED TO:

PART 1:	2022 CALIFORNIA ADMINISTRATIVE CODE
PART 2:	2022 CALIFORNIA BUILDING CODE
PART 2.5:	2022 CALIFORNIA RESIDENTIAL CODE
PART 3:	2022 CALIFORNIA ELECTRICAL CODE
PART 4:	2022 CALIFORNIA MECHANICAL CODE
PART 5:	2022 CALIFORNIA PLUMBING CODE
PART 6:	2022 CALIFORNIA BUILDING ENERGY CODE
PART 8:	2022 CALIFORNIA HISTORICAL CODE
PART 9:	2022 CALIFORNIA FIRE CODE
PART 10:	2022 CALIFORNIA EXISTING BUILDING CODE
PART 11:	2022 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGreen)
PART 12:	2022 CALIFORNIA REFERENCED STANDARDS CODE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR APPLYING AND OBTAINING ALL REQUIRED PERMIT AND INSPECTIONS TO CONFORM WITH BUILDING AND FIRE CODES.

A.B.	ANCHOR BOLT	G.M.	GAS METER	R.A.	RETURN AIR
A.F.F.	ABOVE FINISH FLOOR	GA	GAUGE	R.D.	REDWOOD
ADD	ADDITION	GALV	GALVANIZED	R.D.	ROOF DRAIN
ADJ	ADJACENT, ADJUSTABLE	GL	GLASS	R.O.	ROUGH OPENING
ALT	ALTERNATE	GND	GROUND	R.O.W.	RIGHT OF WAY
ALUM	ALUMINUM	GYP BD	GYPSPUM WALLBOARD	REC	RECESS
ANGL	ANGLE			REF	REFRIGERATOR
APPRX	APPROXIMATELY	H.B.	HOSE BIB	REG	REGISTER
ARCH	ARCHITECT, ARCHITECTURAL	H.C.	HOLLOW CORE	REINF	REINFORCED
ATTACH	ATTACHMENT	HDWD	HARDWOOD	REM	REMOVE
AUTO	AUTOMATIC	HORIZ	HORIZONTAL	REQ'D	REQUIRED
AVG	AVERAGE	HT	HEIGHT	RET'G	RETAINING
		HDR	HEADER	REV	REVISED
		HTR	HEATER	RM	ROOM
BD	BOARD	HVAC	HEATING, VENTILATION &		
BLDG.	BUILDING		AIR CONDITIONING	S.A.	SUPPLY AIR
BLK	BLOCK	H.W.	HOT WATER	S.S.	SANITARY SEWER
BLKG	BLOCKING			S.B.O.	SELECTED BY OWNER
BM	BEAM			S.C.	SOLID CORE
BOT	BOTTOM	I.B.C.	INSTALLED BY CONTRACTOR	SCHED	SCHEDULE
BRK	BRICK	IN	INCH, INCHES	SCHED	SCHEDULE
BRNZ	BRONZE	INFO	INFORMATION	SF	SQUARE FEET
BSMT	BASEMENT	INSUL	INSULATE, INSULATION	SHWR	SHOWER
BTW	BETWEEN	INT	INTERIOR	SHT	SHEET
				SHTG	SHEATHING
CAB	CABINET	JT	JOINT	SIM	SIMILAR
C.L.	CENTER LINE	JST	JOIST	SPKLR	SPRINKLER
CJ	CEILING JOIST			SPKR	SPEAKER
C.O.	CLEAN OUT	LAM	LAMINATE	SQ	SQUARE
C.P.	CEMENT PLASTER	LAUN.	LAUNDRY	SSD	SEE STRUCTURAL
CAB	CABINET	LBS	POUNDS		
CEM	CEMENT	LVL	LEVEL	ST STL	STAINLESS STEEL
C.T.	CERAMIC TILE	LOC	LOCATION	STD	STANDARD
CLO	CLOSET	LT	LIGHT	STL	STEEL
CLG	CEILING	LTWT	LIGHTWEIGHT	STO	STORAGE
CLR	CLEAR			STRUC	STRUCTURAL
CNTR	CENTER	M.C.	MEDICINE CABINET	SURF	SURFACE
COL	COLUMN	MAINT	MAINTENANCE	SW	SWITCH
CONC	CONCRETE	MATL	MATERIAL	SYS	SYSTEM

A map of the area around the proposed site. The map shows several roads and trails, including Apple Road NE, Apple Road SW, and various trails like Gallap Park, Settler's Trail, and Orange County Christmas Lights. A line points from the word "SITE" to a specific location on the map, which is marked with a black dot.

[illegible]

ARCHITECTURAL		STRUCTURAL/T24	
A0.0	COVER SHEET, SHEET INDEX & SITE PLAN	S.0	GENERAL NOTES
A1.0	GENERAL NOTES	S1	FOUNDATION PLAN & ROOF FRAMING PLAN
A1.1	GENERAL NOTES	S01	STRUCTURAL DETAILS
A1.2	WATER DISTRICT NOTES	S02	STRUCTURAL DETAILS
A1.3	ARCHITECTURAL SITE PLAN	S03	STRUCTURAL DETAILS
A2.0	PROPOSED FLOOR PLAN	RTW1	SITE RETAINING WALL
A2.1	PROPOSED ROOF PLAN	RTW2	SITE RETAINING WALL
A3.0	UTILITY PLAN		
A4.0	EXTERIOR ELEVATIONS	T24.1	ENERGY COMPLIANCE
A4.1	EXTERIOR ELEVATIONS	T24.2	ENERGY COMPLIANCE
A5.0	BUILDING SECTIONS		
A6.0	ARCHITECTURAL DETAILS		
A6.1	ARCHITECTURAL DETAILS		
A6.2	ARCHITECTURAL DETAILS	CIVIL	
A6.3	PRODUCTS/MATERIALS		
A6.4	PRODUCTS/MATERIALS		
GB1.0	CAL GREEN		SITE SURVEY
GB1.1	CAL GREEN	C1	TITLE SHEET
		C2	PRECISE GRADING PLAN & UTILITY PLAN
		C3	SUMP PUMP
		C4	EROSION CONTROL PLAN

APN	627-451-10	<u>ZONING SUMMARY</u>	
ZONING	ER	DESIGNATION:	ER
LOT SIZE	16,440 SF	MIN. LOT SIZE	10,000 SF
FLOOD ZONE	X	MAX. LOT COVERAGE	35%
FIRE SPRINKLER	NO	MAX. HEIGHT	35 FT.
VHFHSZ	NO	SETBACKS	
FM (FUEL MOD.)	NO	FRONT	20 FT.
OCCUPANCY	R3/U	SIDE	8 FT.
CONSTRUCTION TYPE	VB	REAR	25 FT.
COASTAL ZONE	NO	BLDG. SEPARATION	10 FT.
TRACT	TR 9296		2.5 FT.
LOT	212		
		ADU	
		MAX. AREA	1,200 SF
<u>PROJECT AREAS</u>		PARKING	1 SPACE

(E) PRIMARY RESIDENCE	7,618 SF		
(E) SHADE STRUCTURE 1	294 SF		
(E) GARAGE	760 SF	<u>LOT COVERAGE</u>	
		LOT SIZE	16,440 SF
(N) DETACHED ADU	1,196 SF	(E) FOOTPRINT	5,228 SF
		(N) ADU	1,196 SF
TOTAL LIVING SPACE	8,814 SF	TOTAL	6,424 SF
TOTAL BUILT UP AREA	9,868 SF	39% (35%) MAX.	

1 CONTEXT SITE PLAN
1/16" = 1'-0"

[illegible]

ENERGY STORAGE SYSTEM (ESS) READY

- ALL SINGLE-FAMILY RESIDENCES THAT INCLUDE ONE OR TWO DWELLING UNITS SHALL MEET THE FOLLOWING PER CENERGYC 150.0(S).
- AT LEAST ONE OF THE FOLLOWING SHALL BE PROVIDED:
 - ESS READY INTERCONNECTION EQUIPMENT WITH A MINIMUM BACKED-UP CAPACITY OF 60 AMPS AND A MINIMUM FOUR ESS-SUPPLIED BRANCH CIRCUITS, OR
 - A DEDICATED RACEWAY FROM THE MAIN SERVICE TO A PANELBOARD (SUBPANEL) THAT SUPPLIES THE BRANCH CIRCUITS IN SECTION 150.0(S)(2). ALL BRANCH CIRCUITS ARE PERMITTED TO BE SUPPLIED BY THE MAIN SERVICE PANEL PRIOR TO THE INSTALLATION OF AN ESS. THE TRADE SIZE OF THE RACEWAY SHALL BE NOT LESS THAN 1INCH. THE PANEL BOARD THAT SUPPLIES THE BRANCH CIRCUITS MUST BE LABELED "SUBPANEL SHALL INCLUDE ALL BACKED-UP LOAD CIRCUITS".
 - A MINIMUM OF FOUR BRANCH CIRCUITS SHALL BE IDENTIFIED AND HAVE THEIR SOURCE OF SUPPLY COLLOCATED AT A SINGLE PANELBOARD SUITABLE TO BE SUPPLIED BY THE ESS. AT LEAST ONE CIRCUIT SHALL SUPPLY THE REFRIGERATOR, ONE LIGHTING CIRCUIT SHALL BE LOCATED NEAR THE PRIMARY EGRESS AND AT LEAST ONE CIRCUIT SHALL SUPPLY A SLEEPING ROOM RECEPTACLE OUTLET.
 - THE MAIN PANELBOARD SHALL HAVE A MINIMUM BUSBAR RATING OF 225 AMPS
 - SUFFICIENT SPACE SHALL BE RESERVED TO ALLOW FUTURE INSTALLATION OF A SYSTEM ISOLATION EQUIPMENT/TRANSFER SWITCH WITHIN 3 FEET OF THE MAIN PANELBOARD AND THE SYSTEM ISOLATION EQUIPMENT/TRANSFER SWITCH LOCATION TO ALLOW THE CONNECTION OF BACKUP POWER SOURCE.

AGING IN PLACE

R327.1.1 REINFORCEMENT FOR GRAB BARS

- AT LEAST ONE BATHROOM ON THE ENTRY LEVEL SHALL BE PROVIDED WITH REINFORCEMENT INSTALLED IN ACCORDANCE WITH THIS SECTION. WHERE THERE IS NO BATHROOM ON THE ENTRY LEVEL, AT LEAST ONE BATHROOM ON THE SECOND OR THIRD FLOOR OF THE DWELLING SHALL COMPLY WITH THIS SECTION
- REINFORCEMENT SHALL BE SOLID LUMBER OR OTHER CONSTRUCTION MATERIALS APPROVED BY THE ENFORCING AGENCY
- REINFORCEMENT SHALL NOT BE LESS THAN 2 BY 8 INCH (51 MM BY 203 MM) NOMINAL LUMBER. [11/2 INCH BY 7 1/4 INCH (38 MM BY 184 MM) ACTUAL DIMENSION] OR OTHER CONSTRUCTION MATERIAL PROVIDING EQUAL HEIGHT AND LOAD CAPACITY. REINFORCEMENT SHALL BE LOCATED BETWEEN 32 INCHES (812.8 MM) AND 39 1/4 INCHES (997 MM) ABOVE THE FINISHED FLOOR FLUSH WITH THE WALL FRAMING WATER CLOSET REINFORCEMENT SHALL BE INSTALLED ON BOTH SIDE WALLS OF THE FIXTURE, OR ONE SIDE WALL AND THE BACK WALL.
- SHOWER REINFORCEMENT SHALL BE CONTINUOUS WHERE WALL FRAMING IS PROVIDED.
- BATHTUB AND COMBINATION BATHTH/SHOWER REINFORCEMENT SHALL BE CONTINUOUS ON EACH END OF THE BATHTUB AND THE BACK WALL. ADDITIONALLY, BACK WALL REINFORCEMENT FOR A LOWER GRAB BAR SHALL BE PROVIDED WITH THE BOTTOM EDGE LOCATED NO MORE THAN 6 INCHES (152.4 MM) ABOVE THE BATHTUB RIM.
 - EXCEPTIONS:
 - WHERE THE WATER CLOSET IS NOT PLACED ADJACENT TO A SIDE WALL, CAPABLE OF ACCOMMODATING A GRAB BAR, THE BATHROOM SHALL HAVE PROVISIONS FOR INSTALLATION OF FLOOR-MOUNTED, FOLD-AWAY OR SIMILAR ALTERNATE GRAB BAR REINFORCEMENTS APPROVED BY THE ENFORCING AGENCY.
 - REINFORCEMENT SHALL NOT BE REQUIRED IN WALL FRAMING FOR PRE-FABRICATED SHOWER ENCLOSURES AND BATHTUB WALL PANELS WITH INTEGRAL FACTORY- INSTALLED GRAB BARS OR WHEN FACTORY-INSTALLED REINFORCEMENT FOR GRAB BARS IS PROVIDED
 - SHOWER ENCLOSURES THAT DO NOT PERMIT INSTALLATION OF REINFORCEMENT AND/OR GRAB BARS SHALL BE PERMITTED, PROVIDED REINFORCEMENT FOR INSTALLATION OF FLOOR-MOUNTED GRAB BARS OR AN ALTERNATE METHOD IS APPROVED BY THE ENFORCING AGENCY
 - BATHTUBS WITH NO SURROUNDING WALLS, OR WHERE WALL PANELS DO NOT PERMIT THE INSTALLATION OF REINFORCEMENT SHALL BE PERMITTED, PROVIDED REINFORCEMENT FOR INSTALLATION OF FLOOR-MOUNTED GRAB BARS ADJACENT TO THE BATHTUB OR AN ALTERNATE METHOD IS APPROVED BY THE ENFORCING AGENCY
 - REINFORCEMENT OF FLOORS SHALL NOT BE REQUIRED FOR BATHTUBS AND WATER CLOSETS INSTALLED ON CONCRETE SLAB FLOORS.

R327.1.1.1 DOCUMENTATION FOR GRAB BAR REINFORCEMENT

INFORMATION AND/OR DRAWINGS IDENTIFYING THE LOCATION OF GRAB BAR REINFORCEMENT SHALL BE PLACED IN THE OPERATION AND MAINTENANCE MANUAL IN ACCORDANCE WITH THE CALIFORNIA GREEN BUILDING STANDARDS CODE, CHAPTER 4, DIVISION 4.4.

R327.1.2 ELECTRICAL RECEPTACLE OUTLET, SWITCH AND CONTROL HEIGHTS

ELECTRICAL RECEPTACLE OUTLETS, SWITCHES AND CONTROLS (INCLUDING CONTROLS FOR HEATING, VENTILATION AND AIR CONDITIONING) INTENDED TO BE USED BY OCCUPANTS SHALL BE LOCATED NO MORE THAN 48 INCHES (1219.2 MM) MEASURED FROM THE TOP OF THE OUTLET BOX AND NOT LESS THAN 15 INCHES (381 MM) MEASURED FROM THE BOTTOM OF THE OUTLET BOX ABOVE THE FINISH FLOOR.

EXCEPTIONS:

DEDICATED RECEPTACLE OUTLETS; FLOOR RECEPTACLE OUTLETS; CONTROLS MOUNTED ON CEILING FANS AND CEILING LIGHTS; AND CONTROLS LOCATED ON APPLIANCES.

RECEPTACLE OUTLETS REQUIRED BY THE CALIFORNIA ELECTRICAL CODE ON A WALL SPACE WHERE THE DISTANCE BETWEEN THE FINISHED FLOOR AND A BUILT-IN FEATURE ABOVE THE FINISH FLOOR, SUCH AS A WINDOW, IS LESS THAN 15 INCHES (381 MM).

R327.1.3 INTERIOR DOORS

EFFECTIVE JULY 1, 2024, AT LEAST ONE BATHROOM AND ONE BEDROOM ON THE ENTRY LEVEL SHALL PROVIDE A DOORWAY WITH A NET CLEAR OPENING OF NOT LESS THAN 32 INCHES (812.8 MM), MEASURED WITH THE DOOR POSITIONED AT AN ANGLE OF 90 DEGREES FROM THE CLOSED POSITION; OR, IN THE CASE OF A TWO- OR THREE-STORY SINGLE FAMILY DWELLING, ON THE SECOND OR THIRD FLOOR OF THE DWELLING IF A BATHROOM OR BEDROOM IS NOT LOCATED ON THE ENTRY LEVEL.

R327.1.4 DOORBELL BUTTONS

DOORBELL BUTTONS OR CONTROLS, WHEN INSTALLED, SHALL NOT EXCEED 48 INCHES (1219.2 MM) ABOVE EXTERIOR FLOOR OR LANDING, MEASURED FROM THE TOP OF THE DOORBELL BUTTON ASSEMBLY. WHERE DOORBELL BUTTONS INTEGRATED WITH OTHER FEATURES ARE REQUIRED TO BE INSTALLED ABOVE 48 INCHES (1219.2 MM) MEASURED FROM THE EXTERIOR FLOOR OR LANDING, A STANDARD DOORBELL BUTTON OR CONTROL SHALL ALSO BE PROVIDED AT A HEIGHT NOT EXCEEDING 48 INCHES (1219.2 MM) ABOVE EXTERIOR FLOOR OR LANDING, MEASURED FROM THE TOP OF THE DOORBELL BUTTON OR CONTROL.

ELECTRIC READY NOTES

- ELECTRIC CLOTHES DRYER-READY: GAS POWERED CLOTHES DRYERS THAT SERVE DWELLING UNITS SHALL INCLUDE THE FOLLOWING:
- A DEDICATED 240V BRANCH CIRCUIT RATED AT 30 AMPS MINIMUM MUST BE INSTALLED WITHIN 3 FEET OF THE INSTALLED DRYER LOCATION, ACCESSIBLE TO THE DRYER WITH NO OBSTRUCTIONS AND LABELED "240V READY."
 - THE MAIN ELECTRICAL SERVICE PANEL MUST HAVE A RESERVED SPACE TO ALLOW FOR THE INSTALLATION OF A DOUBLE POLE CIRCUIT BREAKER THAT IS PERMANENTLY LABELED "FOR FUTURE 240V USE."

- ELECTRIC COOKTOP READY: SYSTEMS USING GAS OR PROPANE COOKTOPS TO SERVE A DWELLING UNIT SHALL INCLUDE THE FOLLOWING PER CENC 150.0(U):
- A DEDICATED 240V BRANCH CIRCUIT RATED AT 30 AMPS MINIMUM MUST BE INSTALLED WITHIN 3 FEET OF THE INSTALLED COOKTOP, ACCESSIBLE TO THE COOKTOP WITH NO OBSTRUCTIONS, AND LABELED "240V READY." THE BRANCH CIRCUIT CONDUCTORS SHALL BE RATED AT 50 AMPS MINIMUM.
 - THE MAIN ELECTRICAL SERVICE PANEL MUST HAVE A RESERVED SPACE TO ALLOW FOR THE INSTALLATION OF A DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE ELECTRIC COOKTOP THAT IS PERMANENTLY LABELED "FOR FUTURE 240V USE."

- HEAT PUMP SPACE HEATER READY: HEATING EQUIPMENT USING GAS OR PROPANE. SHALL INCLUDE THE FOLLOWING PER 150.0(T):
- A DEDICATED 240V BRANCH CIRCUIT RATED AT 30 AMPS MINIMUM MUST BE INSTALLED WITHIN 3 FEET OF THE INSTALLED FURNACE, ACCESSIBLE TO THE FURNACE WITH NO OBSTRUCTIONS AND LABELED "240V READY"
 - THE MAIN ELECTRICAL SERVICE PANEL MUST HAVE A RESERVED SPACE TO ALLOW FOR THE INSTALLATION OF A DOUBLE POLE CIRCUIT BREAKER THAT IS PERMANENTLY LABELED "FOR FUTURE 240V USE".

WATER HEATING SYSTEM: WHERE A NEW GAS OR PROPANE WATER HEATER TO SERVE THE DWELLING UNIT IS TO BE INSTALLED, DESIGNATE 2.5 FEET BY 2.5 FEET WIDE AND 7 FEET TALL SPACE SUITABLE FOR FUTURE INSTALLATION OF A HEAT PUMP WATER HEATER BY MEETING ONE OF THE FOLLOWING PER CENERGYC 150.0(N):

- IF THE DESIGNATED SPACE IS WITHIN 3 FEET FROM THE WATER HEATER, THEN THIS SPACE SHALL INCLUDE THE FOLLOWING
 - A DEDICATED 125-VOLT, 20-AMP ELECTRICAL RECEPTACLE CONNECTED TO THE ELECTRICAL PANEL WITH A 120/240 VOLT 3 CONDUCTOR, 10 AWG COPPER BRANCH CIRCUIT, WITHIN 3 FEET FROM THE WATER HEATER AND ACCESSIBLE TO THE WATER HEATER WITH NO OBSTRUCTIONS; AN
 - BOTH ENDS OF THE UNUSED CONDUCTOR SHALL BE LABELED WITH THE WORD "SPARE" AND BE ELECTRICALLY ISOLATED; AN
 - A RESERVED SINGLE POLE CIRCUIT BREAKER SPACE IN THE ELECTRICAL PANEL ADJACENT TO THE CIRCUIT BREAKER FOR THE BRANCH CIRCUIT IN A ABOVE AND LABELED WITH THE WORDS "FUTURE 240V USE"; AN
 - A CONDENSATE DRAIN THAT IS NO MORE THAN 2 INCHES HIGHER THAN THE BASE AND ALLOWS NATURAL DRAINING WITHOUT PUMP ASSISTANCE.
- IF THE DESIGNATED SPACE IS MORE THAN 3 FEET FROM THE WATER HEATER, THEN THIS SPACE SHALL INCLUDE THE FOLLOWING
 - A DEDICATED 240-VOLT BRANCH CIRCUIT SHALL BE INSTALLED WITHIN 3 FEET FROM THE DESIGNATED SPACE. THE BRANCH CIRCUIT SHALL BE RATED AT 30 AMPS MINIMUM. THE BLANK COVER SHALL BE IDENTIFIED AS "240V READY"; AN
 - THE MAIN ELECTRICAL SERVICE PANEL SHALL HAVE A RESERVED SPACE TO ALLOW FOR THE INSTALLATION OF A DOUBLE POLE CIRCUIT BREAKER FOR A FUTURE HPWH INSTALLATION. THE RESERVED SPACE SHALL BE PERMANENTLY MARKED AS "FOR FUTURE 240V USE"; AN
 - EITHER A DEDICATED COLD-WATER SUPPLY, OR THE COLD-WATER SUPPLY SHALL PASS THROUGH THE DESIGNATED HPWH LOCATION JUST BEFORE REACHING THE GAS OR PROPANE WATER HEATER; AND HE HOT WATER SUPPLY PIPE COMING OUT OF THE GAS OR PROPANE WATER HEATER SHALL BE ROUTED FIRST THROUGH THE DESIGNATED HPWH LOCATION BEFORE SERVING ANY FIXTURES; AN
 - THE HOT AND COLD-WATER PIPING AT THE DESIGNATED HPWH LOCATION SHALL BE EXPOSED AND READILY ACCESSIBLE FOR FUTURE INSTALLATION OF AN HPWH; AND
 - CONDENSATE DRAIN THAT IS NO MORE THAN 2 INCHES HIGHER THAN THE BASE OF THE INSTALLED WATER HEATER AND ALLOWS NATURAL DRAINING WITHOUT PUMP ASSISTANCE.



Design Ethos



20992 Calle Celeste
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LAGUNA HILLS, CA 92653

MAIN HOUSE:
DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

GENERAL NOTES

SHEET TITLE:

REVISIONS		NO.	DATE	DESCRIPTION	BY
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DRAWN BY: SH

DATE: 04/10/24

SCALE:

SHEET NUMBER:

A1.1



ADU:
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HEET TITLE:

SHEET TITLE:

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DATE: 01/25/24

SCALE: _____

SHEET NUMBER

A1.2

1. THE CONTRACTOR SHALL BE IN POSSESSION OF TWO (2) COPIES OF APPROVED CONSTRUCTION PLANS PRIOR TO STARTING CONSTRUCTION, AND SHALL DEMONSTRATE PROOF OF THIS UPON REQUEST. A PRECONSTRUCTION CONFERENCE OF REPRESENTATIVES FROM AFFECTED AGENCIES AND THE CONTRACTOR SHALL BE HELD ON THE JOB SITE A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.
2. THE CONTRACTOR SHALL NOTIFY THE DISTRICT INSPECTION SUPERVISOR AT THE MOULTON NIGUEL WATER DISTRICT AT (949) 425-3593 AT LEAST FIVE WORKING DAYS PRIOR TO CONSTRUCTION FOR INSPECTION.
3. THE FACILITY IMPROVEMENTS ARE TO BE INSTALLED BY THE APPLICANT. ALL WORK SHALL CONFORM TO THE DISTRICT'S "STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF POTABLE WATER, SEWER, AND RECYCLED WATER FACILITIES," AS LAST REVISED. THE CONTRACTOR SHALL HAVE A COPY OF THE PLANS AND APPLICABLE STANDARD SPECIFICATIONS ON THE JOB AT ALL TIMES.
4. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 811 A MINIMUM OF TWO WORKING DAYS PRIOR TO ANY EXCAVATION WORK.
5. ALL FACILITY CONNECTIONS, UTILITY CROSSINGS, AND PARALLEL UTILITIES THAT WOULD POTENTIALLY BE IMPACTED BY CONSTRUCTION ACTIVITIES SHALL BE POTHOLED AND FACILITY LOCATIONS AND ELEVATIONS VERIFIED PRIOR TO CONSTRUCTION. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS SHOWN HEREON IS APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF UTILITIES IN THE FIELD TWO WEEKS PRIOR TO CONSTRUCTION AND COORDINATE ALL PHASES OF CONSTRUCTION WITH THE VARIOUS UTILITY COMPANIES INVOLVED. THE CONTRACTOR IS REQUIRED TO TAKE ALL DUE PRECAUTIONARY MEANS NECESSARY TO PROTECT THOSE UTILITY FACILITIES NOT SHOWN ON THESE PLANS.
6. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES IN PLACE, UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EXPENSES ON ANY REPAIR OR APPROVED RELOCATION TO SAID FACILITIES. ANY RELOCATIONS OF EXISTING FACILITIES ARE SUBJECT TO APPROVAL BY DISTRICT STAFF.
7. CONSTRUCTION WATER MAY BE TAKEN ONLY AT LOCATIONS APPROVED BY MNWD. RECYCLED WATER SHALL BE USED FOR ALL BACKFILL, COMPACTION, AND CONSTRUCTION WATER REQUIREMENTS. AN CONSTRUCTION WATER METER AND VALVE SHALL BE INSTALLED AT A LOCATION ESTABLISHED BY MNWD. CONTRACTOR WILL BE PROVIDED WITH A 2 1/2" OUTLET. CONTRACTOR WILL BE REQUIRED TO TRANSPORT WATER TO THE CONSTRUCTION SITE FOR USE AS NEEDED. CONTRACTOR SHALL CHECK-OUT A WATER METER FROM THE DISTRICT'S MAIN OFFICE (DEPOSIT REQUIRED) FOR RECYCLED WATER TRACKING PURPOSES. ALL DISTRICT WATER USED ON-SITE SHALL BE PROPERLY METERED WITH A METER OBTAINED FROM THE DISTRICT. THE USE OF JUMPERS IS NOT ALLOWED. METERS MUST BE INSTALLED PRIOR TO OCCUPANCY OF A DWELLING.
8. AN ENCROACHMENT PERMIT FROM THE COUNTY OR CITY HAVING JURISDICTION IS REQUIRED PRIOR TO ANY WORK WITHIN PUBLIC RIGHT-OF-WAY OR EASEMENT.
9. TRAFFIC CONTROL SHALL BE THE CONTRACTOR'S RESPONSIBILITY. CONTRACTOR SHALL SUBMIT PROPOSED TRAFFIC CONTROL PLANS TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO OBTAINING AN ENCROACHMENT PERMIT AND COMMENCING WORK.
10. NO FACILITY IS TO BE BACKFILLED UNTIL INSPECTED BY THE DISTRICT.

MOULTON NIGUEL WATER DISTRICT

GENERAL CONSTRUCTION NOTES

G—GN
JANUARY 2018

1. ALL MNWD GENERAL CONSTRUCTION NOTES SHALL APPLY (PER MNWD STANDARD DRAWING G-GN).
2. WATER SERVICE MUST BE MAINTAINED TO ALL CUSTOMERS WITHIN THE CONSTRUCTION AREA AT ALL TIMES. IF THE PRIMARY SOURCE OF WATER IS INTERRUPTED, A TEMPORARY SECONDARY SOURCE SHALL BE SUPPLIED BY THE CONTRACTOR AND APPROVED BY THE MOULTON NIGUEL WATER DISTRICT. ANY EXPENDITURES INCIDENTAL THERE TO SHALL BE BORNE BY THE CONTRACTOR.
3. POTABLE WATER MAINS SHALL BE INSTALLED AFTER THE INSTALLATION OF CURB AND GUTTER AT SIX FEET OFF OF CURB FACE UNLESS SHOWN OTHERWISE ON PLANS, OR AS STAKED BY THE APPLICANT'S SURVEYOR AT A MINIMUM 50-FOOT STATIONING IF NOT WITHIN A ROADWAY.
4. NEW POTABLE WATER PIPE 12" AND SMALLER SHALL BE INSTALLED WITH A MINIMUM COVER OF 42" BELOW FINISHED SURFACE OR AS SHOWN ON PLANS (WHICHEVER IS GREATER). NEW POTABLE WATER PIPE GREATER THAN 12" SHALL BE INSTALLED WITH A MINIMUM COVER OF 48" BELOW FINISHED SURFACE OR AS SHOWN ON PLANS (WHICHEVER IS GREATER).
5. SHUT DOWN OF EXISTING POTABLE WATER MAINS SHALL BE SCHEDULED WITH AND PERFORMED BY THE DISTRICT. SCHEDULED SHUTDOWN SHALL BE REQUESTED AT LEAST 5 WORKING DAYS PRIOR TO REQUESTED OUTAGE TO THE DISTRICT.
6. DEWATERING OF THE WATER MAIN IS TO BE COORDINATED WITH MNWD STAFF. CONTRACTOR SHALL PUMP WATER INTO WATER TRUCK AND DISCHARGE INTO SEWER MANHOLE IN THE PRESENCE OF THE DISTRICT INSPECTOR.
7. ALL VALVES SHALL BE LOCATED OFF THE TEE UNLESS OTHERWISE APPROVED BY THE DISTRICT. AT INTERSECTIONS AND BUS STOPS WITH CONCRETE PADS, THE MAIN LINE SHALL BE ROPE TO AVOID CROSS GUTTER CONFLICT.
8. ALL NUTS AND BOLTS, INCLUDING VALVES, SHALL BE GRADE 316 STAINLESS STEEL. ALL BURIED FLANGES, VALVES AND FITTINGS SHALL BE WRAPPED WITH 10-MIL POLYETHYLENE SHEET.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BRINGING VALVE CANS TO GRADE AFTER FINAL PAVEMENT IS PLACED.
10. ACP SHALL BE REMOVED, HANDLED, AND DISPOSED OF IN A MANNER THAT KEEPS THE MATERIAL IN A NON-FRIABLE CONDITION. CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL ACP REMOVED DURING CONSTRUCTION. CONTRACTOR SHALL FOLLOW ALL STATE AND FEDERAL REGULATIONS PERTAINING TO THE PROPER HANDLING, REMOVAL, AND DISPOSAL OF ACP AND SHALL BEAR ANY EXPENSES FOR HANDLING, REMOVAL, DISPOSAL, AND REMEDIAL CLEANUP ACTIVITIES. CONTRACTOR SHALL PROVIDE MNWD WITH THE MANIFEST PROPER ACP DISPOSAL.
11. NO TAPS OR OTHER CONNECTIONS SHALL BE MADE TO EXISTING DISTRICT WATER MAINS PRIOR TO CONDUCTING AN APPROVED PRESSURE AND BACTERIOLOGICAL TEST ON THE NEW WATER DISTRIBUTION SYSTEM. TAPPING SLEEVES SHALL BE PRESSURE TESTED IN AN APPROVED MANNER IN THE FIELD IN THE PRESENCE OF THE DISTRICT INSPECTOR, PRIOR TO TAPPING THE MAIN LINE. TAPPING OF THE MAIN LINE SHALL NOT PROCEED UNLESS A DISTRICT INSPECTOR IS PRESENT.

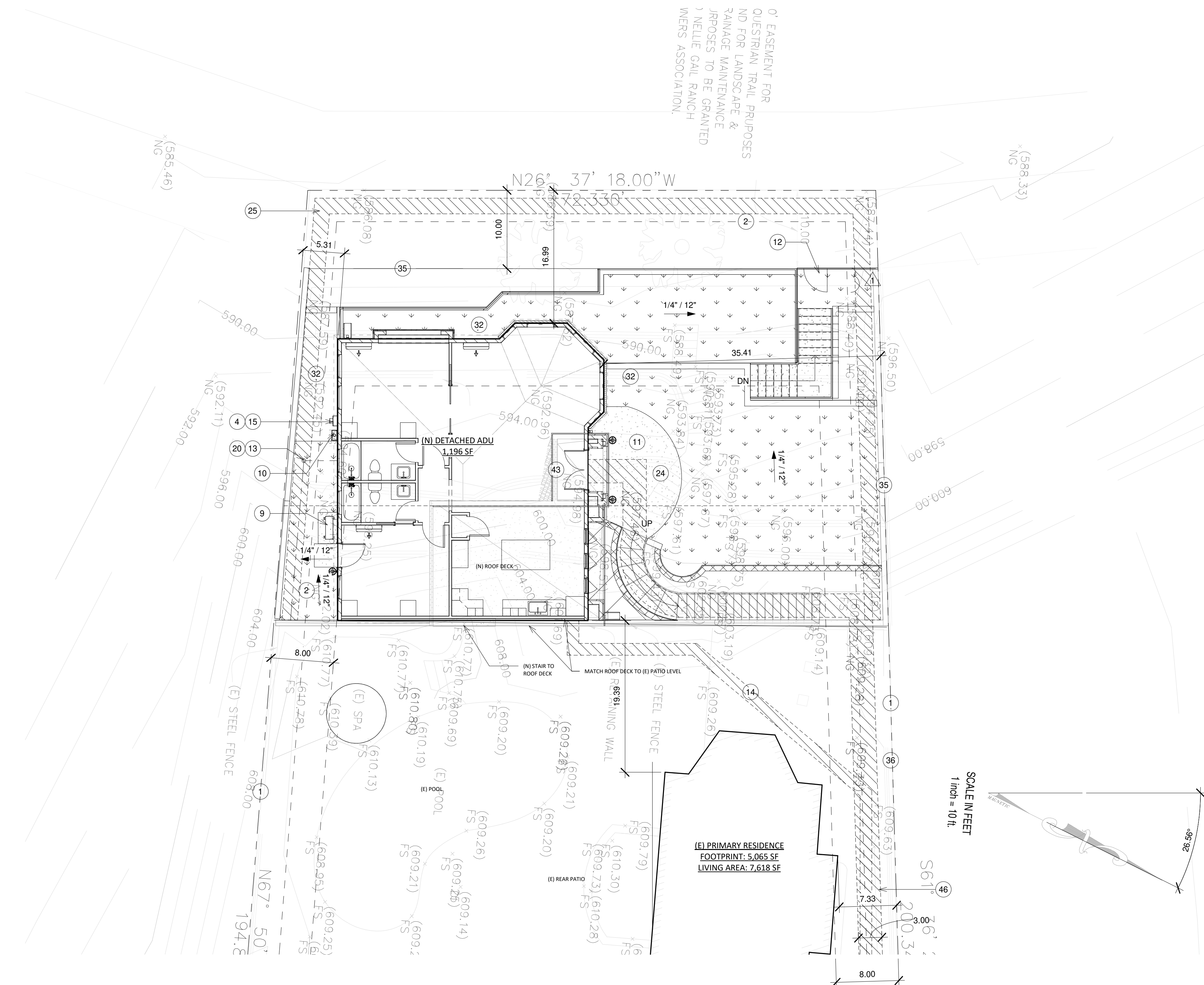
MOULTON NIGUEL WATER DISTRICT

GENERAL POTABLE WATER NOTES

W—GN
JANUARY 2018

- 1 PROPERTY BOUNDARY
- 2 BUILDING SETBACK
- 3 (E) ELEC. METER - VERIFY IN FIELD
- 4 (N) 100A SUB ELEC. PANEL
- 5 (N) 200A ELEC. PANEL
- 6 (E) GAS METER - VERIFY IN FIELD
- 7 (N) 400 CFH (MIN.) GAS METER
- 8 (N) A/C CONDENSER AND PAD
- 9 (N) T.W.H.
- 10 (N) PATIO - CONCRETE (OR SIMILAR) - BY OTHERS
- 11 (N) GATE BY OTHERS
- 12 (N) SEWAGE PUMP - BURY IN VAULT & INSTALL PER
- 13 MFCTR'S. SPECS. CONNECT TO APPROVED (E) SEWER
SYSTEM. SEE CIVIL PLANS
- 14 JOINT UTILITY TRENCH - ELEC., GAS, WATER, ETHERNET
AS NEEDED
- 15 (N) ELEC. PANEL FOR SOLAR SYSTEM
- 16 (E) WATER METER - V.I.F.

- 20 CONNECT (N) S.S. LINE TO (E) LINE - VERIFY IN FIELD
24 SEE CIVIL / LANDSCAPE PLANS FOR STAIR, GRADING,
AND PATHWAY DETAILS
25 EROSION CONTROL - STRAW BALE BORDER
26 BMP - CONCRETE WASH AREA (TEMPORARY)
31 STANDARD PARKING SPACE
32 SLOPE GRADE WITHIN 5 FT. OF NEW STRUCTURE
AWAY AT MIN. 2%
35 (E) FENCE 60 IN. HEIGHT
36 (E) BLOCK WALL - 60 IN. IN HEIGHT
43 PRIMARY ENTRY DOOR
46 PROVIDE MIN. 36 IN. CLEAR PATHWAY FROM PUBLIC
R.O.W. TO ADU. ENSURE THAT ANY GATES CAN BE
OPENED FROM THE INSIDE WITHOUT LOCKS OR
SPECIAL KNOWLEDGE
47 ADU ADDRESS IDENTIFICATION



1 ARCHITECTURAL SITE PLAN
1/8" = 1'-0"



ADU:
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MAIN HOUSE:
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LAGUNA HILLS, CA 92653

ARCHITECTURAL SITE PLAN

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1.	04/04/24	CORRECTIONS	
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△	△		
△	△		
△	△		
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DRAWN BY: SH

DATE: 04/10/24

SCALE: $1/8" = 1'-0"$

SHEET NUMBER:

A1.3

1 SHOWER WALLS SHALL BE SMOOTH, HARD, NONABSORBENT
2 SURFACE (I.E. CERAMIC TILE) OVER A MOISTURE RESISTANT
3 UNDERLAYMENT (I.E. CEMENT FIBER OR GLASS MAT GYPSUM
4 BACKER BOARD) TO A HEIGHT OF 72" ABOVE FINISH FLOOR PER
5 CRC R307.2.

6 1.28 GALLON MAXIMUM FLUSH TOILETS. SEE PLUMBING NOTES
7 FOR ADDITIONAL INFO.

8 LAUNDRY WASHER/DRYER HOOK UPS
9 TANKLESS WATER HEATER
10 REFRIGERATOR SPACE
11 RANGE / OVEN WITH HOOD (ABOVE) EXHAUST. INSTALL PER
12 MANUFACTURER'S SPECIFICATIONS.

13 BASE CABINETS
14 KITCHEN SINK W/ GARBAGE DISPOSAL. NEW OR REPLACED
15 FAUCET NOT TO EXCEED 1.8 GPM AT 60 PSI
16 DISHWASHER BELOW
17 UPPER CABINETS
18 6" WALL FRAMING
19 TEMPERED GLASS SHOWER ENCLOSURE
20 SHOWER HEAD. MAX. 1.8 GPM AT 80 PSI FOR NEW OR REPLACED
21 FIXTURES
22 LINE OF ROOF ABOVE
23 CONC. SPLASHBLOCK FOR DOWNSPOUT. DRAIN TO APPROVED
24 DRAINAGE SYSTEM

25 VANITY SINK. NEW OR REPLACED LAVATORY FAUCETS NOT TO
26 EXCEED 1.5 GPM AT 60 PSI

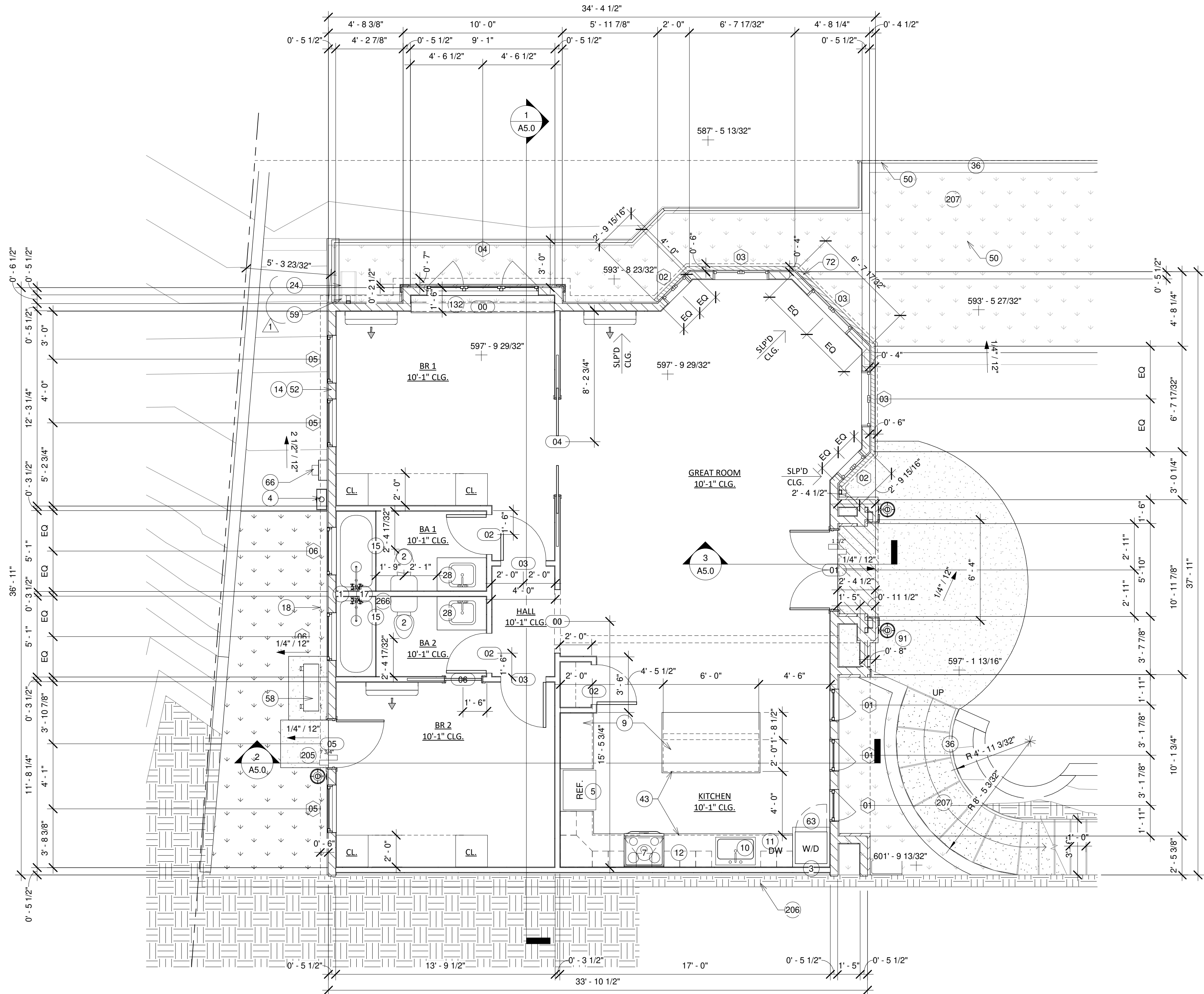
27 STAIR HANDRAIL. SET AT 36 INCHES FROM ADJACENT TREAD F.F.
28 LINE OF CABINET OR WALL UNDER COUNTER
29 GUARDRAIL. SET AT MIN. 42" FROM ADJ. F.F.
30 (N) 2X FRAMED WALL WITH PAINTED STUCCO EXTERIOR AND
31 DRYWALL INTERIOR
32 (N) MINI-SPLIT HVAC CONDENSER
33 (N) METAL DOWNSPOUT. DRAIN TO SPLASH BLOCK AND
34 APPROVED DRAINAGE SYSTEM. PAINT TO MATCH EXTERIOR
35 100 S.I. VENT FOR MAKE-UP AIR (LOUVERED DOOR)
36 100A ELEC. SUBPANEL
37 EXTERIOR TRIM - BRICK VENEER (OR SIMILAR). SEE ELEVATIONS
38 (N) LIGHT SCONCE
39 WINDOW BENCH - SMOOTH WOOD FINISH. SEE SECTION FOR
40 HEIGHT
41 MAX. 7 3/4 IN. LEVEL CHANGE AT IN-SWING DOORS
42 (E) CMU BLOCK WALL. SEE CIVIL SHEETS
43 SEE CIVIL / LANDSCAPE PLANS FOR STAIR, GRADING, AND
44 PATHWAY DETAILS
45 PROVIDE GRAB BAR REINFORCEMENT PER AGING-IN-PLACE NOTES
46 (SEE A6.4)

NOTES:

1. ALL GLAZING SHALL BE SHGC 0.23 AND HTC (U FACTOR) OF 0.3
2. SKYLIGHTS SHALL HAVE SCREENS PER CRC R308.6
3. PENETRATIONS MUST HAVE TEMPORARY AND PERMANENT LABELS FOR U-FACTOR AND SHGC

Type Mark	Width	Height	Operation	Count
01	2' - 0"	4' - 0"	CASEMENT	3
02	2' - 0"	6' - 0"	DBL. CASEMENT, ARCH TOP	2
03	3' - 6"	6' - 0"	DBL. CASEMENT, ARCH TOP	3
04	7' - 0"	5' - 0"	TRIPLE CASEMENT	1
05	3' - 0"	6' - 0"	SINGLE HUNG, EGRESS	3
06	3' - 0"	2' - 0"	AWNING, TEMP. GLAZING	2

NOTE: ALL GLAZING SHALL BE SHGC 0.23 AND HTC (U FACTOR) OF 0.3				
Mark	Width	Height	Count	Comments
00	0' - 0"	0' - 0"	2	OPENING
01	5' - 0"	8' - 0"	1	ENTRY, TEMP. GLAZING
02	2' - 6"	8' - 0"	3	INTERIOR
03	2' - 10"	8' - 0"	2	INTERIOR
04	6' - 0"	8' - 0"	1	DBL. POCKET
05	3' - 0"	8' - 0"	1	TEMP. GLAZING
06	2' - 4"	8' - 0"	1	POCKET



① PROPOSED FLOOR PLAN
1/4" = 1'-0"



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PROPOSED FLOOR PLAN

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1.	04/04/24	CORRECTIONS	
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DRAWN BY:	SH
DATE:	01/25/24
SCALE:	1/4" = 1'-0"
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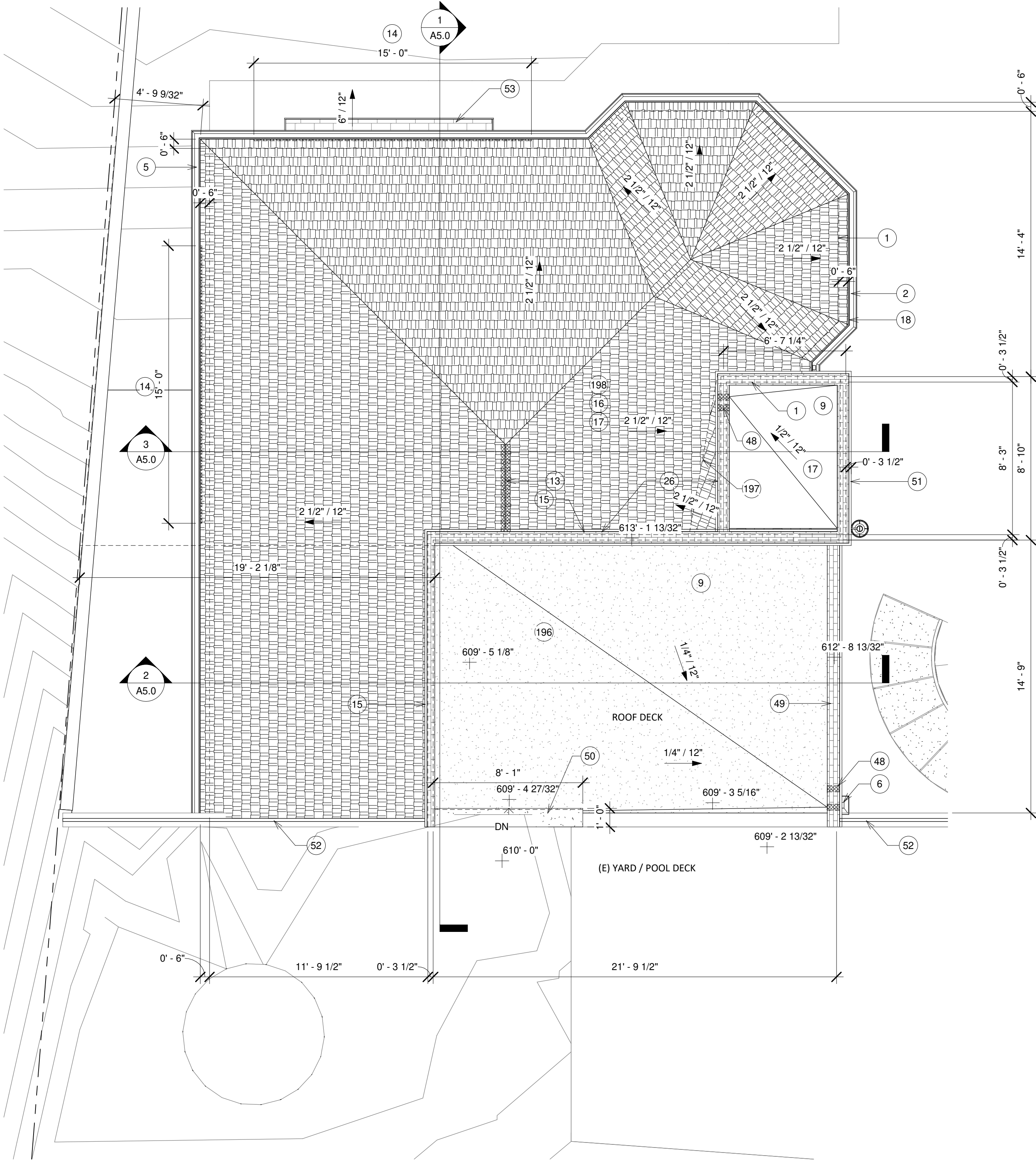
A2.0

ROOF PLAN NOTES

- 1
- LINE OF WALL BELOW
- 2
- METAL GUTTER - PAINT TO MATCH HOME
- 5
- METAL DOWNSPOUT - PAINT TO MATCH BLDG. EXTERIOR
- 6
- METAL SCUPPER AND DOWNSPOUT - PAINT TO MATCH BLDG. EXTERIOR
- 9
- FLAT ROOF WITH PARAPET
- 13
- ROOF RIDGE VENT - COR-A-VENT V600 OR SIMILAR
- 14
- ROOF STRIP VENT - COR-A-VENT S400 OR SIMILAR
- 15
- COR-A-VENT ROOF TO WALL VENT
- 16
- CONCRETE ROOF TILE (LIGHTWEIGHT). CLASS A ROOFING. IAMPO ER-1900
- EAGLE ROOFING. ROOF TILE AS DECORATIVE FINISH OVER FLAT ROOF
- 17
- BUILT-UP FLAT ROOF. DRAIN AT 1/4" PER FOOT MIN. GAF BRAND OR SIMILAR. CLASS A FIRE RATING
- 18
- 1X6 (OR SIMILAR) TO MATCH (E) ROOF
- 26
- PROVIDE (N) METAL FLASHING AT WALL
- 48
- ROOF OVERFLOW DRAIN OPENING. SET AT MIN. 2 IN. ABOVE ADJACENT SCUPPER/DRAIN
- 49
- PARAPET WITH STONE VENEER CAP
- 50
- (N) STAIR FROM HOT TUB LEVEL TO ROOF DECK. SLOPE TREAD AT 1/4 IN. PER FOOT TO DRAIN
- 51
- BRICK VENEER FASCIA
- 52
- GUARDRAIL. SET AT MIN. 42" FROM ADJ. F.F.
- 53
- LOWER ROOF AT WINDOW BOX
- 196
- ELASTOMERIC DECK FINISH. SLOPE DECK TO DRAIN AT MIN 2% (1/4" PER FOOT)
- 197
- PROVIDE METAIL VALLEY FLASHING
- 198
- ROOF MATERIAL TO MATCH AS CLOSE AS PRACTICALTO EXISTING PRIMARY RESIDENCE

ROOF VENTILATION

ROOF ATTIC AREA		A	1200	SQ. FT.	CALCULATION FACTOR:	1/300
			172800	SQ. IN		
MIN. VENTILATION REQUIRED:		TOTAL	576	SQ. IN	TOTAL PROVIDED	576
				SQ. IN		SQ. IN
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
COR-A-VENT V600 RIDGE VENT		-	20	SQ. IN X	5	100
COR-A-VENT ROOF 2 WALL		PER DET	6.75	SQ. IN X	26	176
RS-400 STRIP VENT		PER DET	10	SQ. IN X	30	300



1 ADU ROOF PLAN
1/4" = 1'-0"

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PROPOSED ROOF PLAN

SHEET TITLE:

NO.	REVISIONS		DATE	DESCRIPTION	BY
	NO.	DESCRIPTION			
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DRAWN BY: SH
DATE: 01/25/24
SCALE: 1/4" = 1'-0"
SHEET NUMBER:

1 PROVIDE RECESS BOX FOR OUTLETS. LOCATION PER MANUFACTURER'S SPECIFICATIONS. GFCI PROTECTED PER CEC 210.8 #10
2 VERIFY ELECTRICAL, MECHANICAL & PLUMBING REQUIREMENTS FOR MINI SPLIT UNIT (MUZ-GL12NA OR EQ). PROVIDE DISCONNECT AS REQUIRED.
3 NOISE LEVEL SHALL NOT BE MORE THAN 6 DB ABOVE LOCAL AMBIENT OUTSIDE PROPERTY PLANE. UNIT SHALL BE INSTALLED ABOVE BASE FLOOD
4 ELEVATION (AH41).
5 PROPOSED LOCATION FOR INDOOR HVAC UNIT; INSTALL PER MANUFACTURER'S SPECIFICATIONS.
6 VERIFY ELECTRICAL, MECHANICAL & PLUMBING REQUIREMENTS FOR TANKLESS WATER HEATER.
7 PROVIDE ELECTRICAL OUTLET FOR HOOD VENT. LOCATION PER MANUFACTURER'S SPECIFICATIONS.
8 PROVIDE ELECTRICAL OUTLET FOR GARBAGE DISPOSAL. LOCATION PER MANUFACTURER'S SPECIFICATIONS.
9 PROVIDE ELECTRICAL OUTLET FOR DISHWASHER. LOCATION PER MANUFACTURER'S SPECIFICATIONS.
10 STACK AND GROUP SWITCHES AND OUTLETS WHERE APPLICABLE.
11 HOOD RANGE EXHAUST AT MIN. 100CFM. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
12 FAN WITH HUMIDISTAT. SEE SHT. GB-1 FOR ADDITIONAL NOTES. MIN 50 CFM FOR INTERMITTENT VENTLIATION AND 25 CFM FOR CONTINUOUS
13 4" DRYER DUCT TO EXTERIOR. MAX. 14 FT. RUN WITH MAX. 2 ELBOWS. INSTALL PER MFR. SPEC., CMC 504.4.2 & CMC 504.4.2.1.
14 WHOLE HOUSE VENTILATION. FAN SHALL RUN CONSTANLY ON LOW WITH A MINIMUM FLOW RATE OF 40 C.F.M. WITH A MINIMUM EFFECTIVENESS OF
15 65%
16 A/C DISCONNECT. MAINTAIN REQUIRED WORKING CLEARANCES AROUND DISCONNECT.
17 100A SUB PANEL. PROVIDE MINIMUM 36" CLEAR WORKING SPACE IN FRONT OF PANEL
18
19 SOLAR ELEC. PANEL. PROVIDE LABEL AND DIRECT CONDUIT TO ROOF FOR SOLAR READY REQ.'S.
20
21 ALL 120V, SINGLE PHASE, 15- AND 20-AMP CIRCUITS TO BE TAMPER RESISTANT AND AFCI (CEC 406.12, CEC 210.12). OUTLETS IN KITCHEN SHALL BE
22 BOTH AFCI AND GFCI
23
24 (N) UNDER CABINET LIGHTING
25
26 COMBINATION SMOKE/CO2 ALARM. ALARM SHALL BE INTERCONNECTED HARD-WIRED WITH BATTERY BACKUP. SMOKE ALARM SHALL BE
27 INTERCONNECTED HARD-WIRED WITH A BATTERY BACKUP AND SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 72
28
29 PUCK OR PENDANT LIGHTING
30
31 CLOTHES DRYER EXHAUST DUCT MUST BE 4" IN DIAMETER
32 AND LENGTH IS LIMITED TO 14' WITH 2 ELBOWS . THE DUCT IS
33 REQUIRED TO TERMINATE AT EXTERIOR OF BUILDING AND
34 REQUIRES BACK DRAFT DAMPER.
35
36 TO PHOTOCELL OR ASTRO. CLOCK W/ AUTO OFF
37
38 OUTDOOR LIGHTING SHALL BE OF HIGH EFFICACY AND CONTROLLED BY A SWITCH THAT DOES NOT OVERRIDE TO ON THE AUTOMATIC ACTIONS OF A
39 PHOTOCELL AND MOTION SENSOR OR PHOTOCONTROL AND AUTOMATIC TIME SWITCH CONTROL, ASTRONOMICAL TIME CLOCK OR ENERGY
40 MANAGEMENT SYSTEM
41
42 FLOOR RECEPTACLE. INSTALL IN METAL BOX WITH GASKET SEAL. MOISTURE-PROOF COVER PLATE.
43
44 ALL HOSE BIBS MUST HAVE AN APPROVED ANTI-SIPHON BACKFLOW PREVENTION DEVICE.
45
46 ALL ELECTRICAL OUTLETS WITHIN REACH SHALL BE TAMPER RESISTANT PER CEC SECTION 406.11. ALL EXTERIOR OUTLETS SHALL BE W.P., GFCI,
47 TAMPER-RESISTANT WITH BOBBLE COVER PER CEC 406.3

ADU	FIXTURE RATE	FIXTURES	TOTAL FIXTURE UNITS
REFRIGERATOR	1.0	1	1.0
KITCHEN SINK	1.5	1	1.5
WATER CLOSET	2.5	2	5.0
SHOWER	2.0	2	4.0
LAVATORY	1.0	2	2.0
CLOTHES WASHER	4.0	1	4.0
DISHWASHER	1.5	1	1.5
HOSE BIB	2.5	1	2.5
HOSE BIB ADD'L.	1.0		
TOTAL		11	21.5

PIPE SIZING PER CPC TABLE 610.4

LONGEST RUN: APPROX. 40 FT.
 ASSUMED WATER PRESSURE: 40 PSI
 1 IN. LINE REQ'D.

HOUSE	DFU RATE	FIXTURES	TOTAL FIXTURE UNITS	
KITCHEN SINK	2.0	1	2.0	
CLOTHES WASHER	3.0	1	3.0	
WATER CLOSET	3.0	4	12.0	
LAVATORY	1.0	4	4.0	
TUB/SHOWER	2.0	4	8.0	
ADU				
KITCHEN SINK	2.0	1	2.0	
CLOTHES WASHER	3.0	1	3.0	
WATER CLOSET	3.0	2	6.0	
LAVATORY	1.0	2	2.0	
TUB/SHOWER	2.0	2	4.0	
TOTAL		22	46.0	
PIPE SIZING PER CPC TABLE 703.2				

	LED RECESSED CAN LIGHT		SHOWER CONTROL
	LED ADJUSTABLE RECESSED CAN LIGHT		SHOWER HEAD
	DUPLEX OUTLET		SWITCH
	GFCI OUTLET 9" ABOVE COUNTERTOP		DIMMER SWITCH
	HALF-HOT OUTLET		3-WAY SWITCH
	GFCI WATERPROOF OUTLET		VACANCY SWITCH
	220 VOLT OUTLET		TV CABLE OUTLET
	EXHAUST FAN/HEAT FAN		COLD WATER SUPPLY
	CARBON MONOXIDE/SMOKE COMBINATION DETECTOR		COLD & HOT WATER SUPPLY
	GARBAGE DISPOSAL		HOSE BIBB
	GAS SUPPLY		WATER HEATER
	MULTI-PORT (ETHERNET, CO-AXIAL, TEL.)		SUBPANEL
	FAN		WALL-MOUNT INDOOR UNIT
	PENDANT LIGHT		PUSH BUTTON

1. DRYER DUCT SHALL BE A MINIMUM OF 36" TO OPENINGS INTO THE BUILDING.

2. ALL FANS SHALL BE ENERGY STAR COMPLIANT, WITH HUMIDITY CONTROLS ADJUSTING FROM 50%-80%.

3. A UFER GROUND IS REQUIRED AT THE ACCESSORY UNIT THAT SHALL HAVE A GROUNDING ELECTRODE CONDUCTOR CONNECTED TO THE EXISTING UFER GROUND AT THE MAIN BUILDING.

4. GROUNDING ELECTRODE CONDUCTOR TO THE UFER GROUND TO BE A MINIMUM NUMBER 4 TO SERVE A 200 AMP SERVICE.

5. MAINTAIN REQUIRED WORKING WORKING CLEARANCES AT THE A/C EXTERIOR ELECTRICAL DISCONNECT.

6. GFCI PROTECTION PER ARTICLE 210.8 #10 IEC LAUNDRY AREAS.

7. ALL CAN LIGHTS TO BE I/C/AT RATED.

8. ALL EXTERIOR LIGHTING TO BE CONTROLLED BY MOTION DETECTORS.

9. MINIMUM SEPARATE ELECTRICAL CIRCUITS FOR:

a. 20 AMP LAUNDRY CIRCUIT 210.11 B (2) CEC

b. DRYER 30 AMP MINIMUM 220V

c. SUMP PUMPS FOR STORM DRAIN & SANITARY SEWER

10. CLEAN-OUTS PER SECTION 707 & 719 CPC.

11. CLEAN-OUT TO BE INSTALLED AT THE KITCHEN SINK(S)

12. CLEAN-OUTS TOO BE AT THE UPPER TERMINAL OF THE PIPE AND ANY CHANGE OF DIRECTION OF MORE THAN 135 DEGREES.

13. ALL PROPOSED HOSE BIBS TO HAVE NON-REMOVABLE BACKFLOW DEVICE.

14. WATER PIPING AND COOLING SYSTEM LINE INSULATION THICKNESS AND CONDUCTIVITY PIPING SHALL BE INSULATED TO THE THICKNESSES AS FOLLOWS PER 150.0 (J) CEC:

a. ALL DOMESTIC HOT WATER SYSTEM PIPING CONDITIONS LISTED BELOW, WHETHER BURIED OR UNBURIED, MUST BE INSULATED AND THE INSULATION THICKNESS SHALL BE SELECTED BASED ON THE CONDUCTIVITY RANGE IN TABLE 120.3-A AND THE INSULATION LEVEL SHALL BE SELECTED FROM THE FLUID TEMPERATURE RANGE BASED ON THE THICKNESS REQUIREMENTS IN TABLE 120.3-A.

b. THE FIRST 5 FEET OF HOT AND COLD-WATER PIPES FROM THE STORAGE TANK.

c. ALL PIPING WITH A NOMINAL DIAMETER OF 3/4 INCH (19 MILLIMETER) OR LARGER.

d. ALL HOT WATER PIPING FROM THE HEAT SOURCE TO THE KITCHEN FIXTURES.

e. SHOWER MAX. 1.8 GPM

15. UNDERGROUND PLASTIC GAS PIPING, INCLUDING THE TYPE OF PIPING, A MINIMUM OF 18" BURIAL DEPT, WITH 14g TRACE WIRE, AND STEEL RISERS, ALL RISERS SHALL BE STEEL PIPING FIELD WRAPPED AND APPROVED TAPE.

16. NEW BOXES USED AT LUMINAIRE OR LAMPHOLDER OUTLETS IN A CEILING SHALL BE REQUIRED TO SUPPORT A LUMINAIRE WEIGHING A MINIMUM OF 50LBS. BOXES USED AT LUMINAIRE OUTLETS IN WALLS SHALL BE DESIGNED FOR THE PURPOSE AND SHALL BE MARKED ON THE INTERIOR INDICATING THE MAXIMUM WEIGHT OF THE LUMINAIRE PERMITTED, IF OTHER THAN 50LBS. OUTLET BOXES OR SYSTEMS USED AS THE SOLE SUPPORT OF CEILING FANS SHALL BE LISTED AND MARKED BY THE MANUFACTURE AS SUITABLE FOR THIS PURPOSE. (314.27 CEC) USED DOWNLIGHT LUMINAIRES IN CEILINGS. IN ADDITION TO COMPLYING WITH 150.0(K)1A, LUMINAIRES RECESSED INTO CEILINGS SHALL MEET ALL OF THE FOLLOWING REQUIREMENTS.

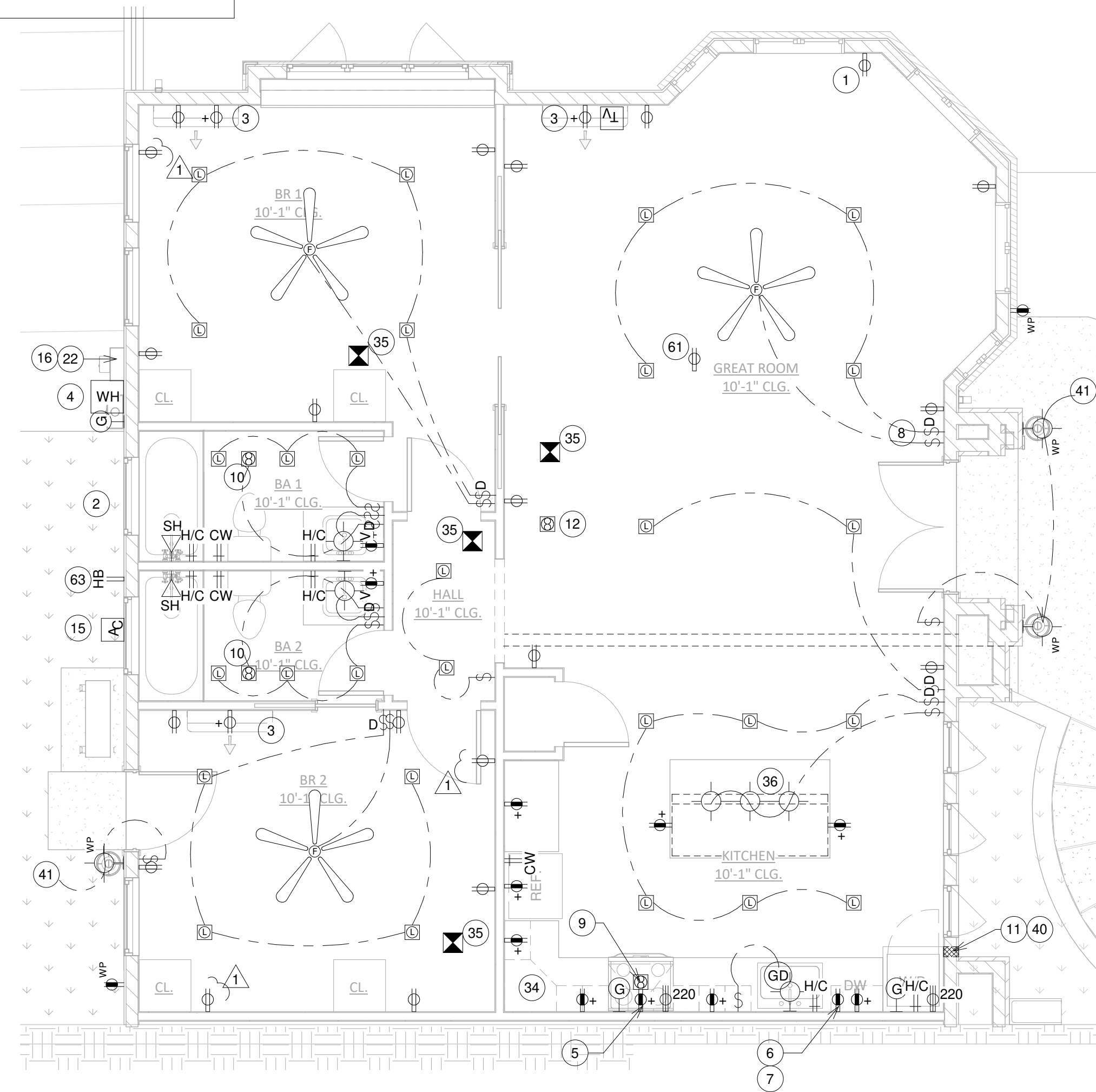
A. BE LISTED, AS DEFINED IN SECTION 100.1, FOR ZERO CLEARANCE INSULATION CONTACT (IC) BY UNDERWRITERS LABORATORIES OR OTHER NATIONALLY RECOGNIZED TESTING/RATING LABORATORY; AND

B. HAVE A LABEL THAT CERTIFIES THE LUMINAIRE IS AIRTIGHT WITH AIR LEAKAGE LESS THAN 2.0 CFM AT 75 PASCAIS WHEN TESTED IN ACCORDANCE WITH ASTM E283. AN EXHAUST FAN HOUSING SHALL NOT BE REQUIRED TO BE CERTIFIED AIRTIGHT; AND

C. BE SEALED WITH A GASKET OR CAULK BETWEEN THE LUMINAIRE HOUSING AND CEILING, AND HAVE ALL AIR LEAK PATHS BETWEEN CONDITIONED AND UNCONDITIONED SPACES SEALED WITH A GASKET OR CAULK; AND

D. SHALL NOT CONTAIN SCREW BASE SOCKETS.

(E) ELEC. METER	200A	(E) ELEC. METER	200A
(N) SUB-PANEL	100A	(N) SUB-PANEL	100A
MAIN HOUSE		ADU	
LIGHTING, RECEPT., & LAU.	18,000 W	LIGHTING, RECEPT., & LAU.	6,500 W
DRYER	5000 W	DRYER	5000 W
OVEN	2400 W	OVEN	2400 W
DISHWASHER	1200 W	DISHWASHER	900 W
GARBAGE DISPOSAL	800 W	GARBAGE DISPOSAL	600 W
SUBTOTAL	15,400 W	SUBTOTAL	8900 W
40% ADJUSTMENT	(2,160 W)		
HVAC	6000 W	HVAC	3000 W
TOTAL LOAD	40,816 W	TOTAL LOAD	18,443 W
TOTAL AMPS	171 A	TOTAL AMPS	77 A

[illegible]

① UTILITY PLAN
1/4" = 1'-0"



DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

HEET TITLE:

UTILITY PLAN

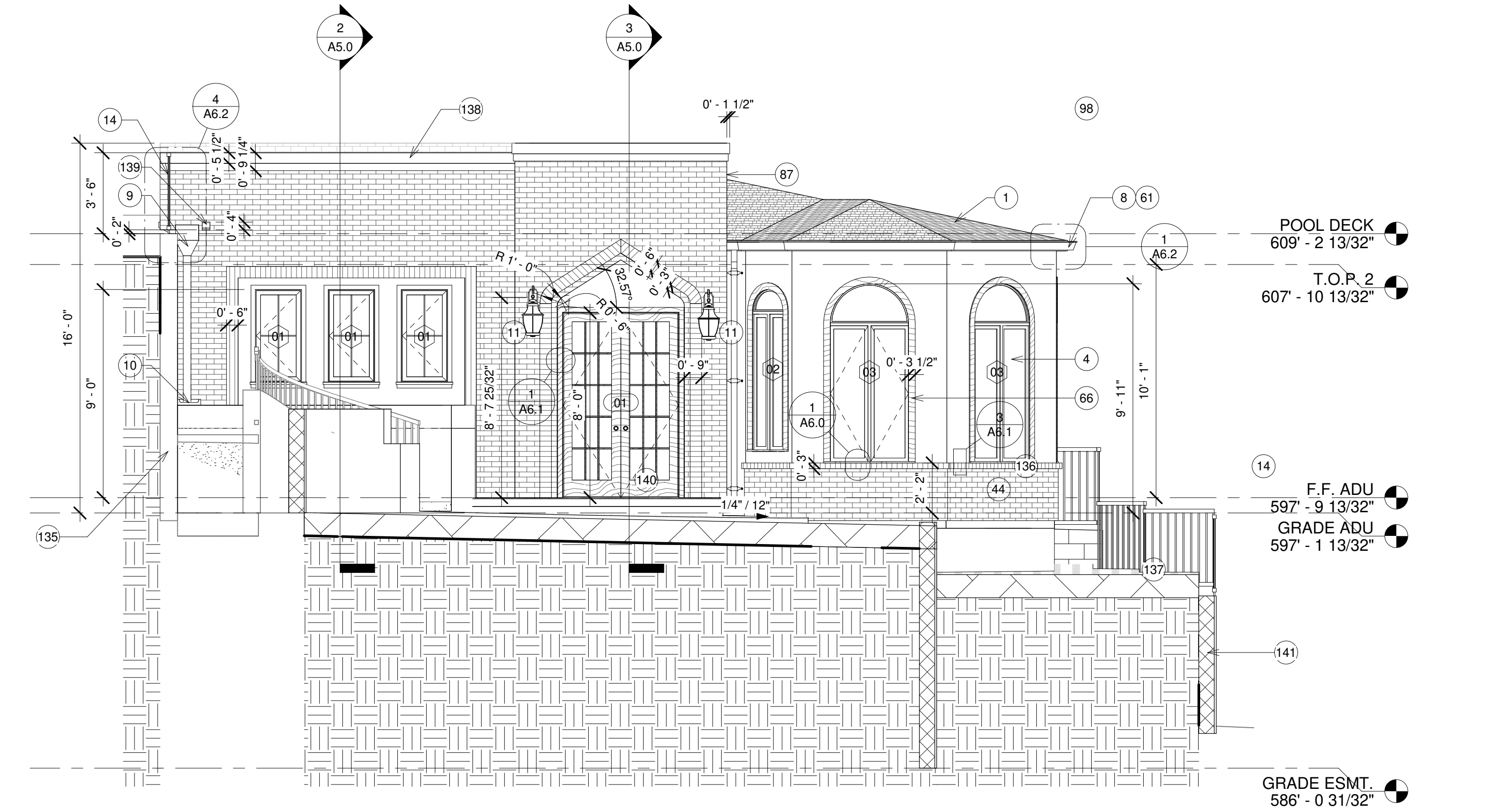
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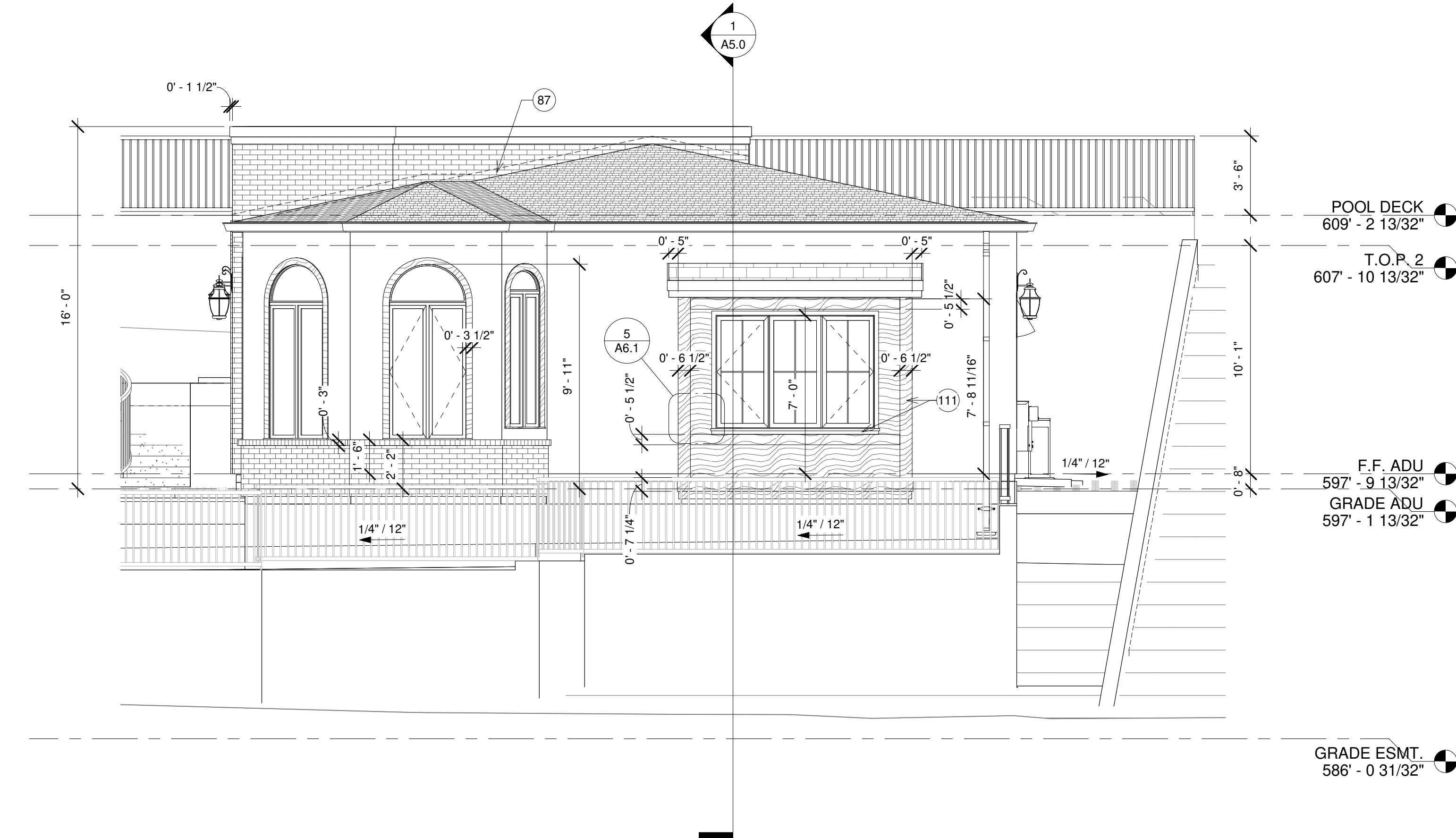
A3.0

ELEVATION NOTES

- 1 CONCRETE ROOF TILE
- 4 WOOD (OR SIMILAR WITH WOOD-LIKE GRAIN) FRAMED WINDOW. WINDOW STYLE AND COLOR TO MATCH AS CLOSE AS PRACTICAL TO EXISTING PRIMARY RESIDENCE
- 5 METAL DOWNSPOUT - PAINT TO MATCH BLDG. EXTERIOR
- 8 METAL GUTTER - PAINT TO MATCH EXTERIOR
- 9 METAL SCUPPER AND DOWNSPOUT - PAINT TO MATCH BLDG. EXTERIOR
- 10 CONCRETE SPLASH BLOCK - DRAIN TO DRAINAGE SYSTEM
- 11 EXTERIOR LIGHT SCNCE
- 14 GUARDRAIL - MIN. 42" FROM ADJ. F.F.
- 19 (N) AIR CONDITIONER CONDENSER
- 24 TANKLESS WATER HEATER
- 39 WOOD (OR SIMILAR) 1X TRIM BOARD. PAINTED.
- 44 BRICK VENEER - INSTALL OVER BLDG. PAPERS PER MFCTR.'S SPECS
- 61 ROOF GUTTERS SHALL BE PROVIDED WITH THE MEANS TO PREVENT THE ACCUMULATION OF LEAVES AND DEBRIS IN THE GUTTER PER CBC 705A.4
- 66 WINDOW TRIM
- 87 ROOF TO WALL FLASHING
- 98 FINISH TYPE, COLOR, AND MATERIALS TO MATCH EXISTING RESIDENCE AS MUCH AS PRACTICAL
- 111 2X WOOD (OR SIMILAR) TRIM. SLOPE SILL TO DRAIN AT MIN. 1/4 IN. PER FOOT
- 133 (E) GRADE
- 134 PROPOSED GRADE
- 135 (E) CMU BLOCK WALL. SEE CIVIL SHEETS
- 136 VENEER CAP
- 137 REFER TO CIVIL / LANDSCAPE SHEEETS FOR EXTERIOR STAIR AND HANDRAIL DETAILS
- 138 STONE VENEER CORNICE
- 139 ROOF OVERFLOW DRAIN OPENING. SET AT MIN. 2 IN. ABOVE ADJACENT SCUPPER/DRAIN
- 140 WOOD-FRAMED (OR SIMILAR WOOD-LIKE GRAIN) DOOR. MATCH COLOR, STYLE, AND MATERIAL AS MUCH AS PRACTICAL TO EXISTING PRIMARY RESIDENCE
- 141 BLOCK WALL WITH PAINTED PLASTER (STUCCO) FINISH. SEE LANDSCAPE PLANS FOR DETAILS



① ADU - ELEV. - RIGHT
1/4" = 1'-0"



② ADU - ELEV. - REAR
1/4" = 1'-0"

ADU:
25965 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

MAIN HOUSE:
DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

SHEET TITLE:
EXTERIOR ELEVATIONS

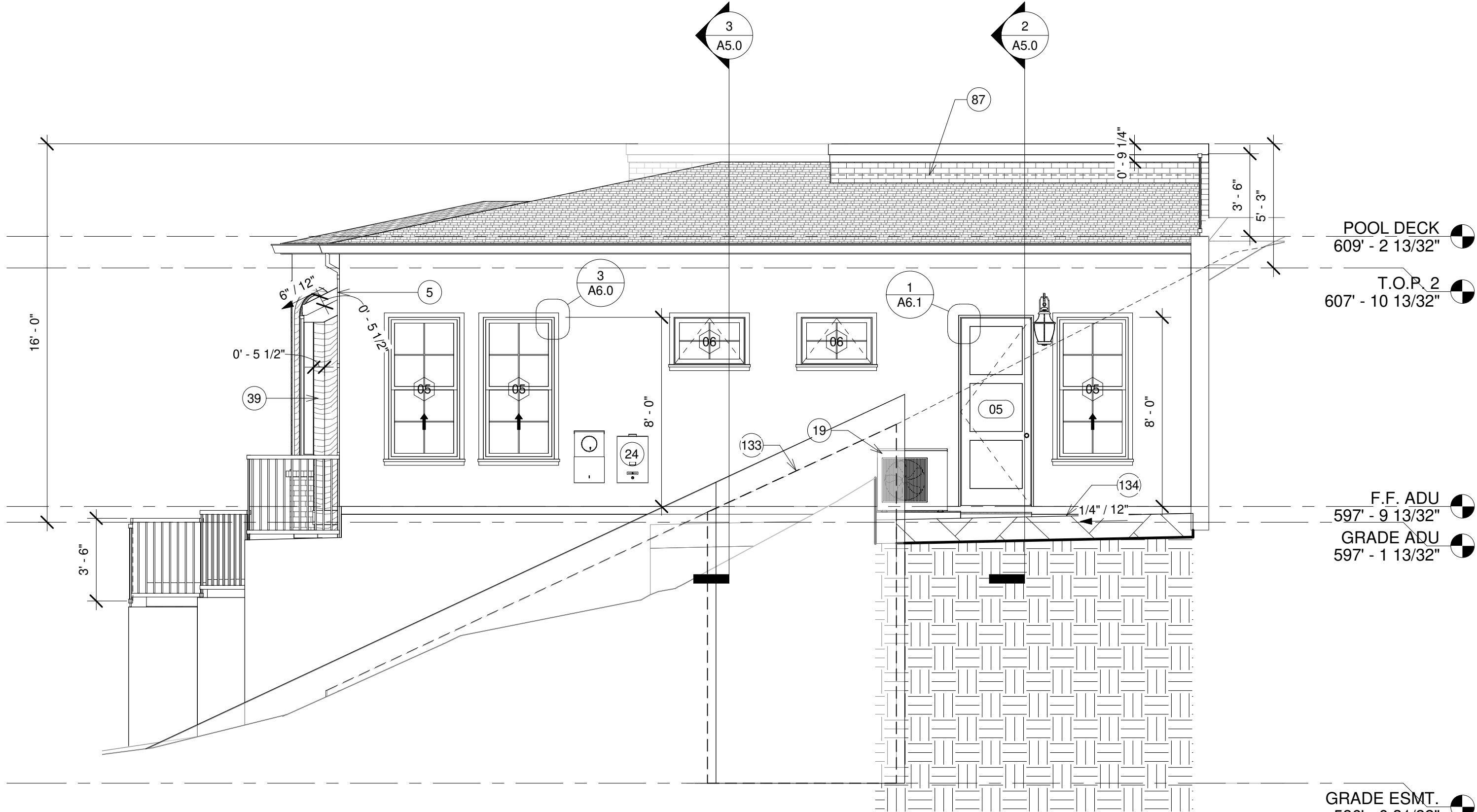
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DATE: 01/25/24
SCALE: 1/4" = 1'-0"
SHEET NUMBER:

A4.0

ELEVATION NOTES

- 1
- CONCRETE ROOF TILE
- 4
- WOOD (OR SIMILAR WITH WOOD-LIKE GRAIN) FRAMED WINDOW. WINDOW STYLE AND COLOR TO MATCH AS CLOSE AS PRACTICAL TO EXISTING PRIMARY RESIDENCE
- 5
- METAL DOWNSPOUT - PAINT TO MATCH BLDG. EXTERIOR
- 8
- METAL GUTTER - PAINT TO MATCH EXTERIOR
- 9
- METAL SCUPPER AND DOWNSPOUT - PAINT TO MATCH BLDG. EXTERIOR
- 10
- CONCRETE SPLASH BLOCK - DRAIN TO DRAINAGE SYSTEM
- 11
- EXTERIOR LIGHT SCNCE
- 14
- GUARDRAIL - MIN. 42" FROM ADJ. F.F.
- 19
- (N) AIR CONDITIONER CONDENSER
- 24
- TANKLESS WATER HEATER
- 39
- WOOD (OR SIMILAR) 1X TRIM BOARD. PAINTED.
- 44
- BRICK VENEER - INSTALL OVER BLDG. PAPERS PER MFCTR.'S SPECS
- 61
- ROOF GUTTERS SHALL BE PROVIDED WITH THE MEANS TO PREVENT THE ACCUMULATION OF LEAVES AND DEBRIS IN THE GUTTER PER CBC 705A.4
- 66
- WINDOW TRIM
- 87
- ROOF TO WALL FLASHING
- 98
- FINISH TYPE, COLOR, AND MATERIALS TO MATCH EXISTING RESIDENCE AS MUCH AS PRACTICAL
- 111
- 2X WOOD (OR SIMILAR) TRIM. SLOPE SILL TO DRAIN AT MIN. 1/4 IN. PER FOOT
- 133
- (E) GRADE
- 134
- PROPOSED GRADE
- 135
- (E) CMU BLOCK WALL. SEE CIVIL SHEETS
- 136
- VENEER CAP
- 137
- REFER TO CIVIL / LANDSCAPE SHEEETS FOR EXTERIOR STAIR AND HANDRAIL DETAILS
- 138
- STONE VENEER CORNICE
- 139
- ROOF OVERFLOW DRAIN OPENING. SET AT MIN. 2 IN. ABOVE ADJACENT SCUPPER/DRAIN
- 140
- WOOD-FRAMED (OR SIMILAR WOOD-LIKE GRAIN) DOOR. MATCH COLOR, STYLE, AND MATERIAL AS MUCH AS PRACTICAL TO EXISTING PRIMARY RESIDENCE
- 141
- BLOCK WALL WITH PAINTED PLASTER (STUCCO) FINISH. SEE LANDSCAPE PLANS FOR DETAILS



1 ADU - ELEV. - LEFT
1/4" = 1'-0"



Design Ethos

20992 Calle Celeste
Lake Forest, CA 92630
P: 949.293.9144
designethosllc.com

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MAIN HOUSE:
DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

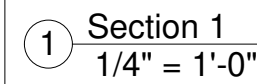
EXTERIOR ELEVATIONS

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DATE: 01/25/24
SCALE: 1/4" = 1'-0"
SHEET NUMBER:

A4.1

2 (N) INSULATION AS OCCURS
4 BUILT UP ROOF. RIP JOISTS OR ADD SLEEPERS TO SLOPE AT MIN.
1/4" PER FOOT
5 T&G FINISH
10 (N) FOUNDATION - BY OTHERS. SEE STRUCTURAL
14 RAILING & GUARDRAIL - MIN. 42" FROM ADJACENT F.F.
15 BALCONY/DECK FINISH DECK MATERIAL OVER IMPERMEABLE
UNDERLAYMENT. DRAIN AT MIN. 1/4" PER FOOT TO
SCUPPER/DOWNSPOUT
18 SLOPED CEILING
52 EXTERIOR TRIM 1X
53 PROVIDE (N) METAL FLASHING AT WALL
59 FLAT INTERIOR CEILING - DRYWALL FINISH
86 R-38 ATTIC INSULATION PER T-24
89 R-19 INSULATION PER T24
94 COUNTERTOP
95 PRECAST STONE CORNICE & CAP
96 STEP FROM HOT TUB LEVEL TO ROOF DECK (SEE CIVIL SHEETS)
97 (E) MASONRY WALL
98 (N) 2X4 FRAMED WALL
99 EL DORADO STONE (OR SIMILAR) BRICK VENEER
100 BRICK VENEER AT SOFFIT



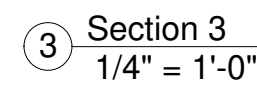
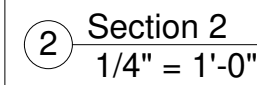
REFER TO SPECIFICATION SECTION 07210 AND CRC SECTION R302.10.1 FOR ADDITIONAL INFORMATION.)

GYPSUM BOARD

REFER TO SPECIFICATION SECTION 09255 FOR ADDITIONAL INFORMATION.

1. INTERIOR / EXTERIOR WALL ASSEMBLIES	1/2" THICK GYP. BD. (WHERE THE FIRE SEPARATION DISTANCE TO THE PROPERTY LINE IS GREATER THAN 3'-0" MEASURED FROM THE FACE OF THE EXTERIOR FINISH).
2. INTERIOR CEILING ASSEMBLIES	MINIMUM THICKNESS AND APPLICATION OF GYPSUM BOARD PER CRC TABLE R702.3.5. REFER TO TABLE FOR APPLICABLE JOIST SPACING, FASTENER TYPE AND SIZES.
3. DWELLING, GARAGE, OPENING / PENETRATIONS AND FIRE SEPARATION:	SEPARATION SHALL BE PER CRC TABLE R302.6. OPENINGS IN GARAGE WALLS SHALL COMPLY WITH SECTION R302.5. THIS PROVISION DOES NOT APPLY TO GARAGE WALLS THAT ARE PERPENDICULAR TO THE ADJACENT DWELLING UNIT WALL. A SEPARATION IS NOT REQUIRED BETWEEN THE DWELLING UNIT AND A CARPORT, PROVIDED THE CARPORT IS ENTIRELY OPEN ON TWO OR MORE SIDES AND THERE ARE NOT ENCLOSED AREAS ABOVE.
SEPARATION:	MATERIAL:
FROM RESIDENCE AND ATTICS:	NOT LESS THAN 1/2-INCH GYPSUM BOARD APPLIED TO THE GARAGE SIDE
FROM HABITABLE ROOMS	NOT LESS THAN 5/8-INCH TYPE 'X' GYPSUM BOARD OR EQUIVALENT
STRUCTURE(S) SUPPORTING FLOOR/CEILING ASSEMBLIES USED FOR SEPARATION REQUIRED BY CRC SECTION R302.6:	NOT LESS THAN 1/2-INCH GYPSUM BOARD OR EQUIVALENT

1. THESE ARCHITECTURAL SECTIONS ARE USED TO ILLUSTRATE THE RELATIONSHIP BETWEEN STRUCTURAL ELEMENTS, INTERIOR VOLUME CONFIGURATIONS, AND BUILDING PROFILES. REFER TO STRUCTURAL DRAWINGS AND TRUSS MANUFACTURER'S DRAWINGS AND CALCULATIONS FOR FRAMING AND TRUSS INFORMATION.



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LAGUNA HILLS, CA 92653

MAIN HOUSE:
DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

BUILDING SECTIONS

REVISIONS			BY
NO.	DATE	DESCRIPTION	
1	04/04/24	CORRECTIONS	

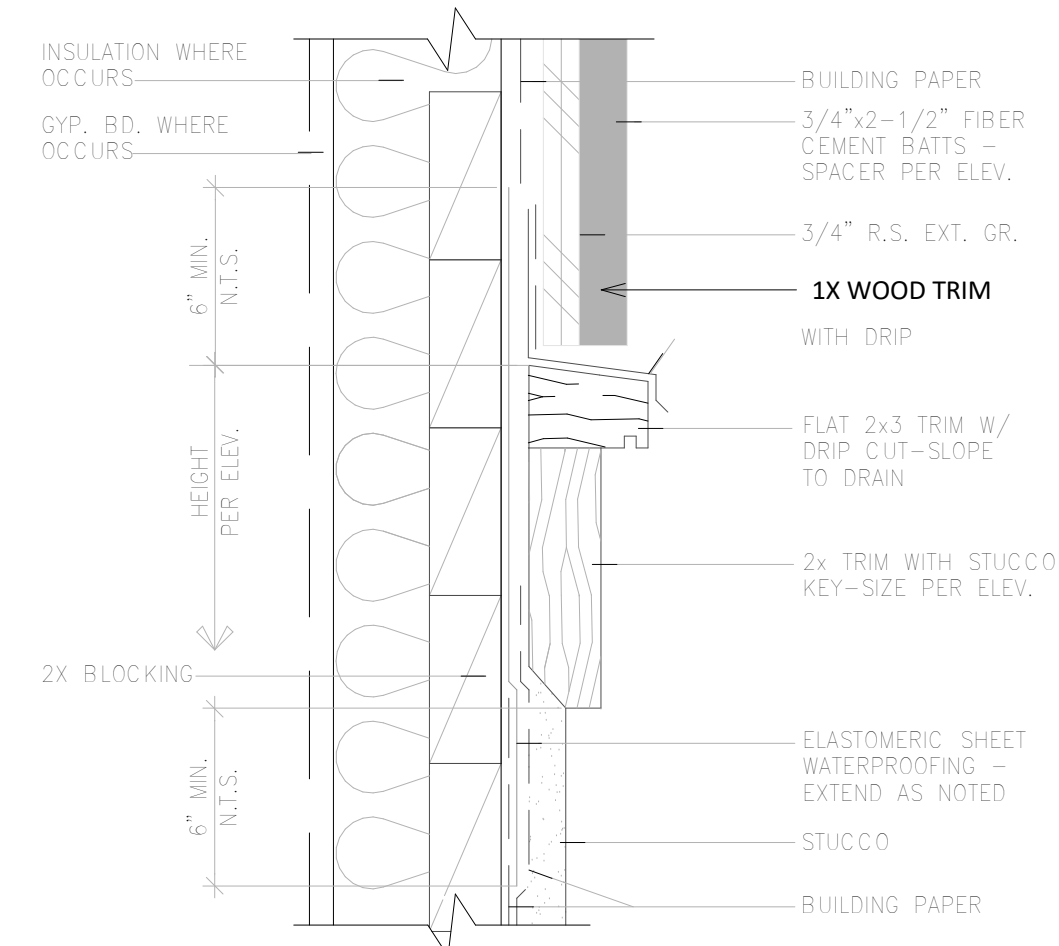
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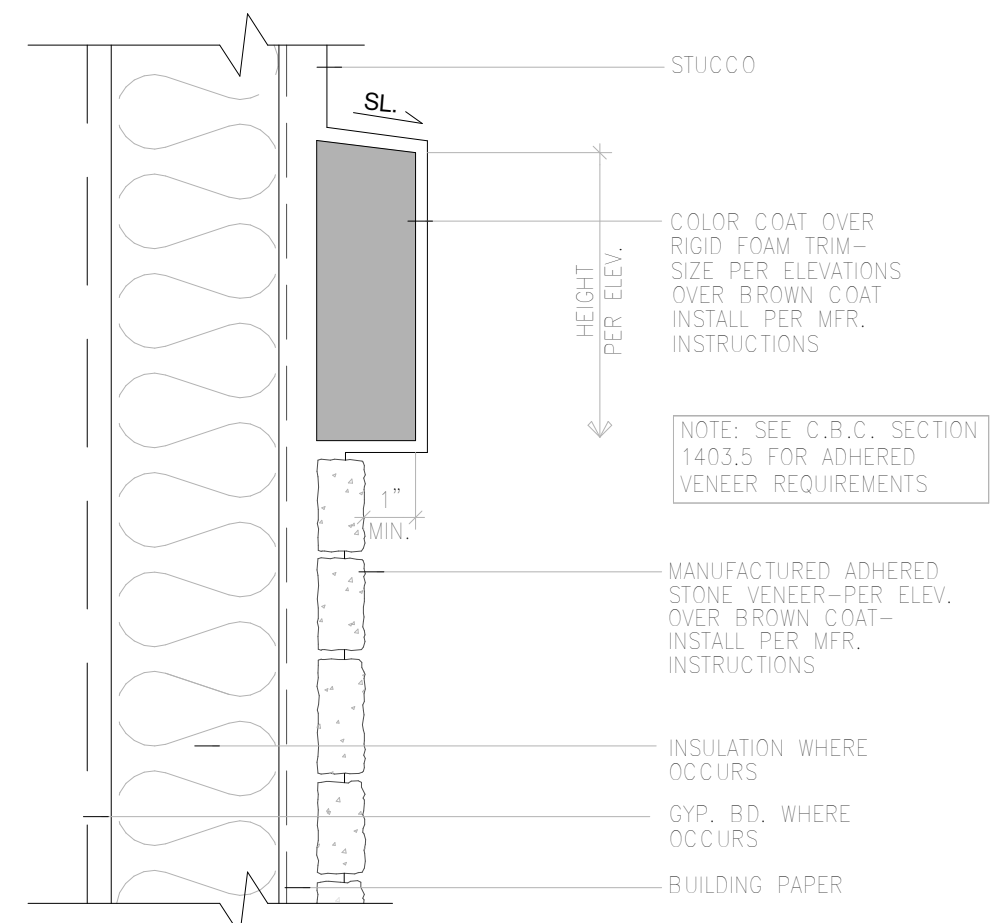
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MATERIAL TRANSITION

3"=1'-0"

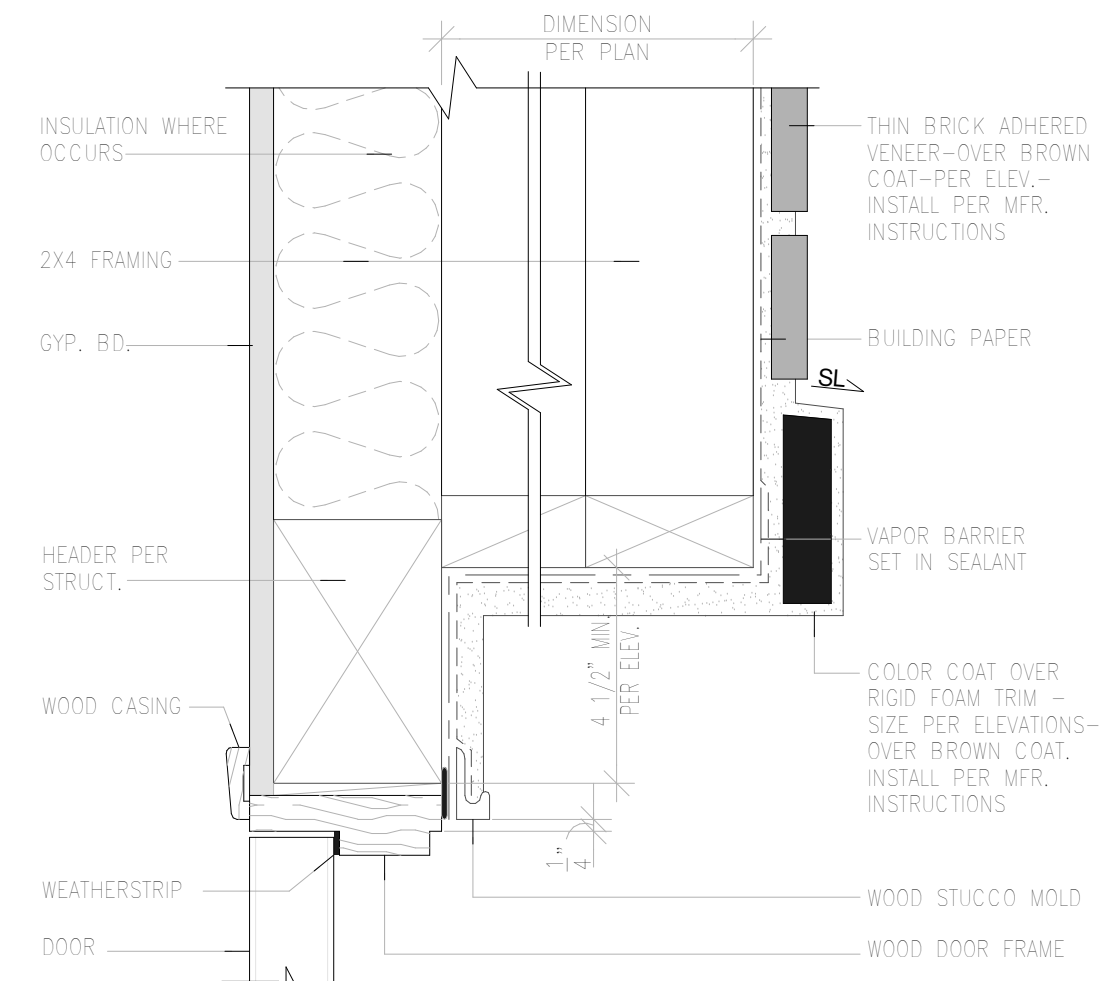
TR-WOOD-TRANS-08



MATERIAL TRANSITION

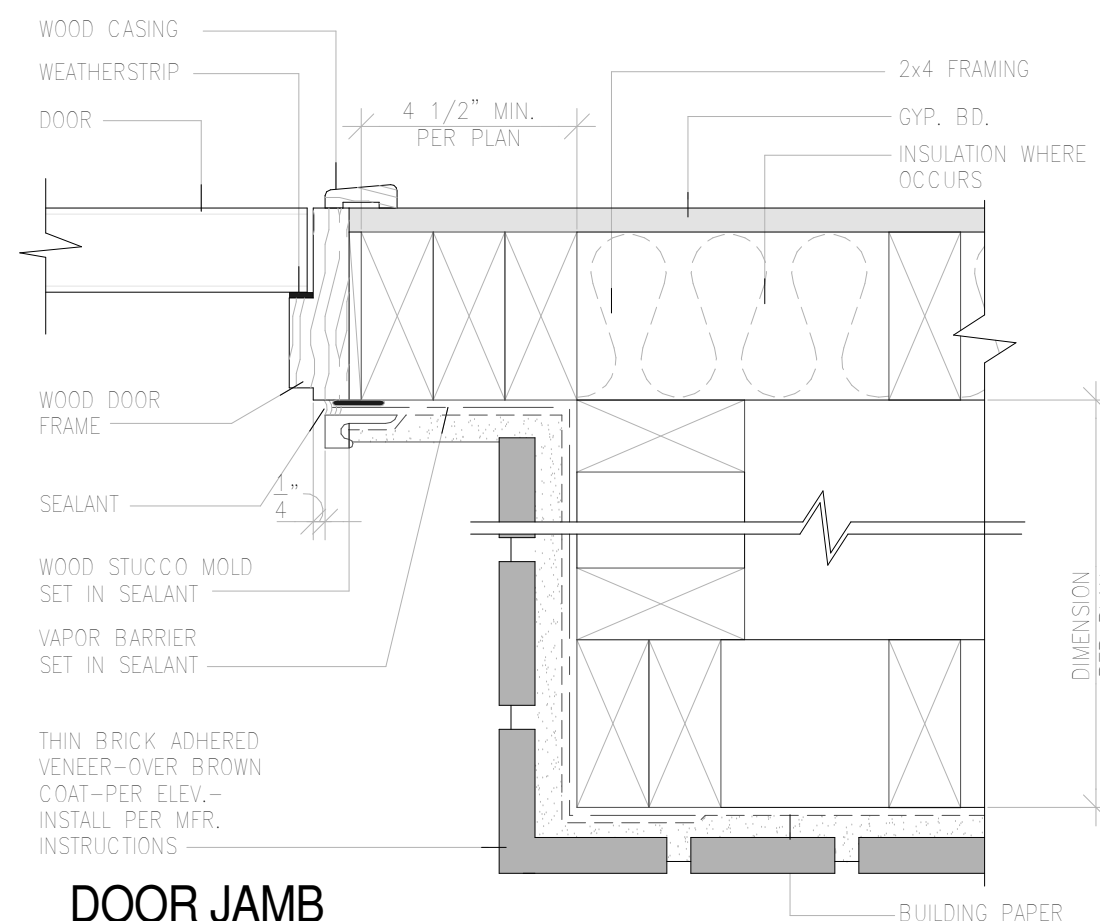
3"=1'-0"

TR-STON-TRANS-01

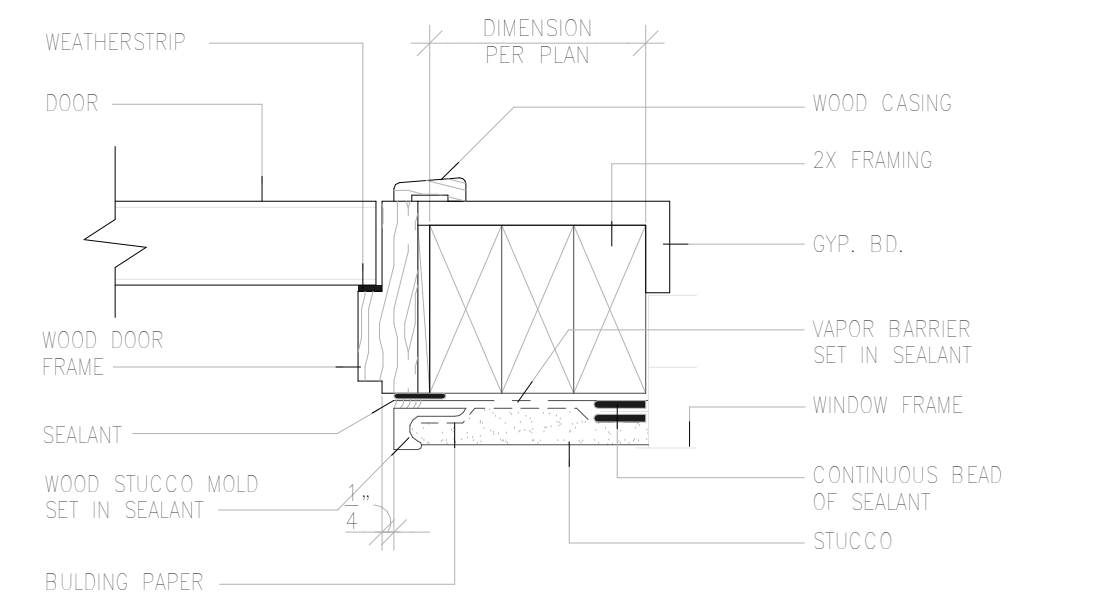


DOOR HEAD

NOTE: SEE C.B.C. SECTION 1403.5 FOR ADHERED VENEER REQUIREMENTS



DOOR JAMB

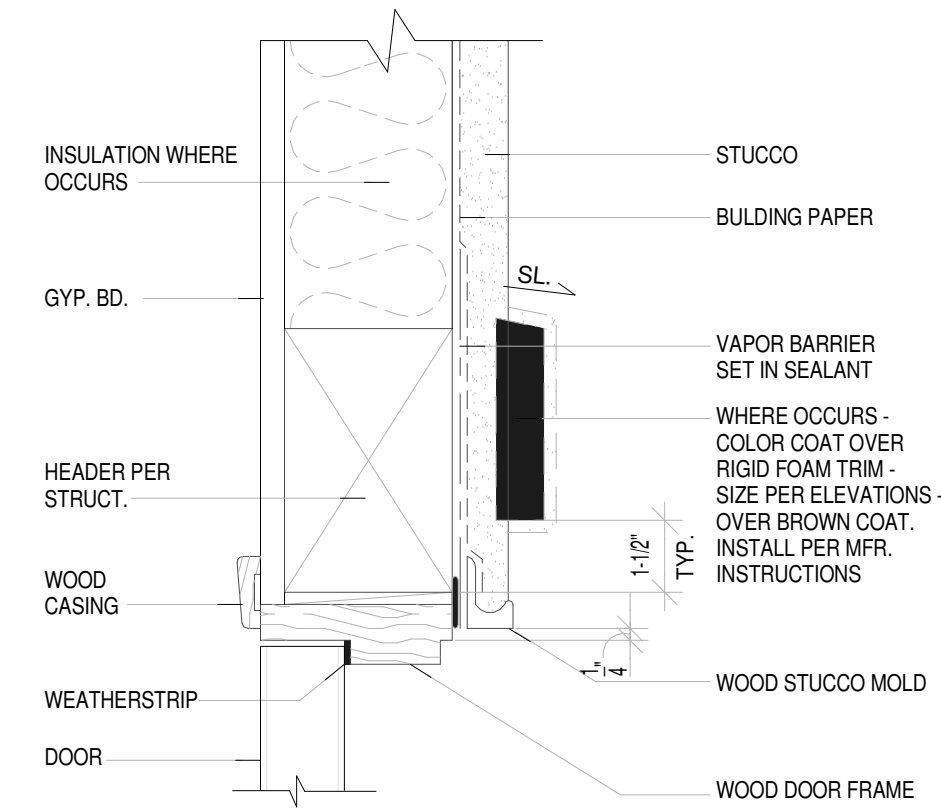


DOOR/WINDOW

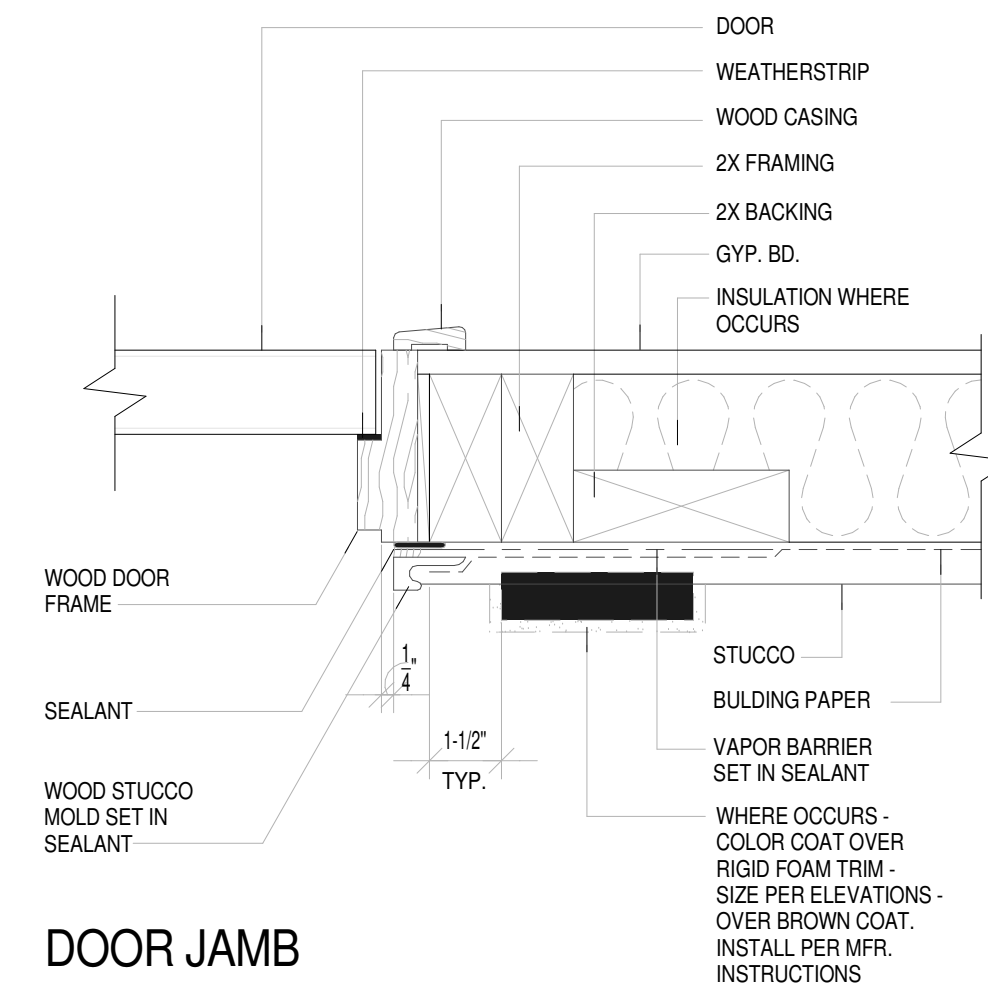
DOOR HEAD/JAMB DETAIL
DBL. 2X4 WALL WITH THIN BRICK

3"=1'-0"

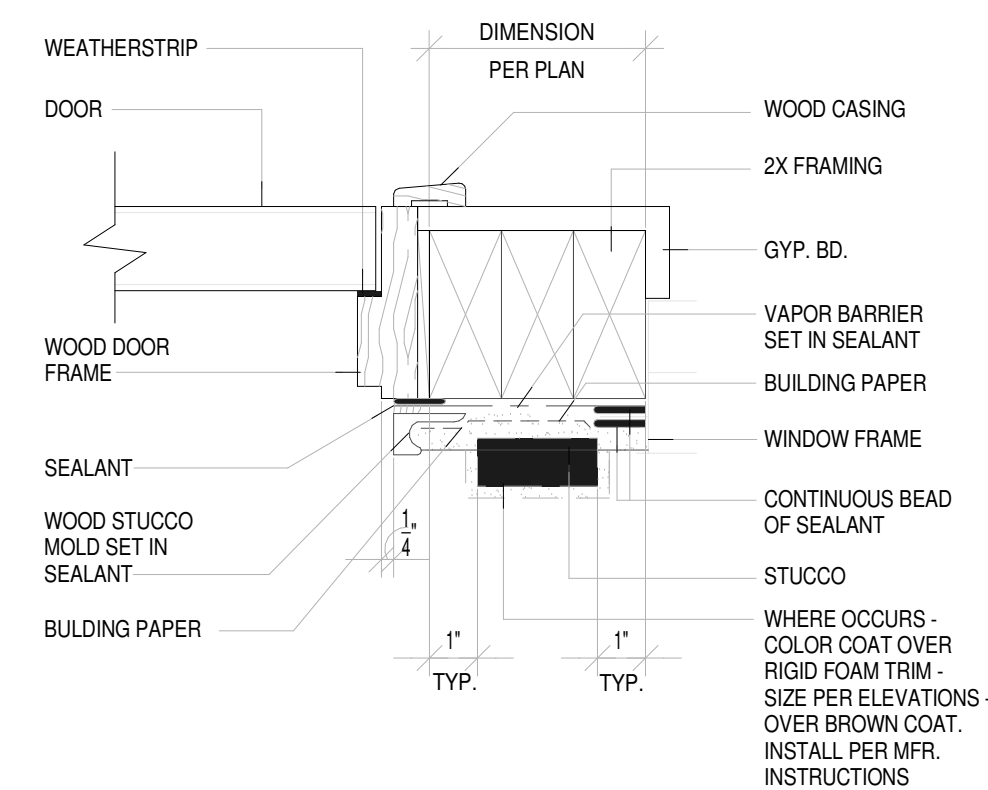
DR-DOOR&W-BRCK-01



DOOR HEAD



DOOR JAMB



DOOR/WINDOW

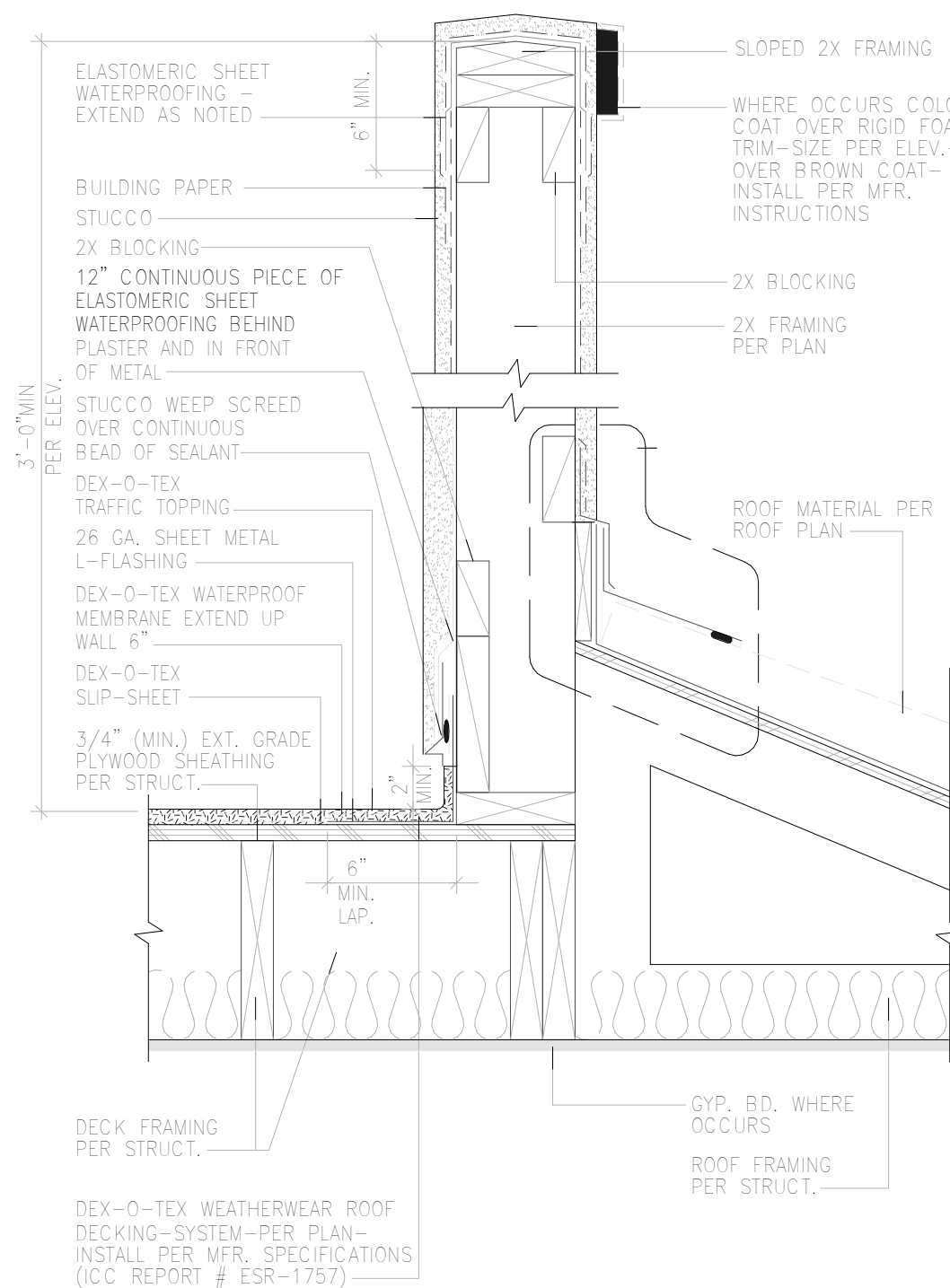
DOOR HEAD/JAMB DETAIL
2X4 WALL WITH STUCCO

3"=1'-0"

DR-DOOR&W-STC-01



ENTRY BLOW UP



DECK AT ROOF

1'-1/2"=1'-0"

DK-ST03-DECKWL-03

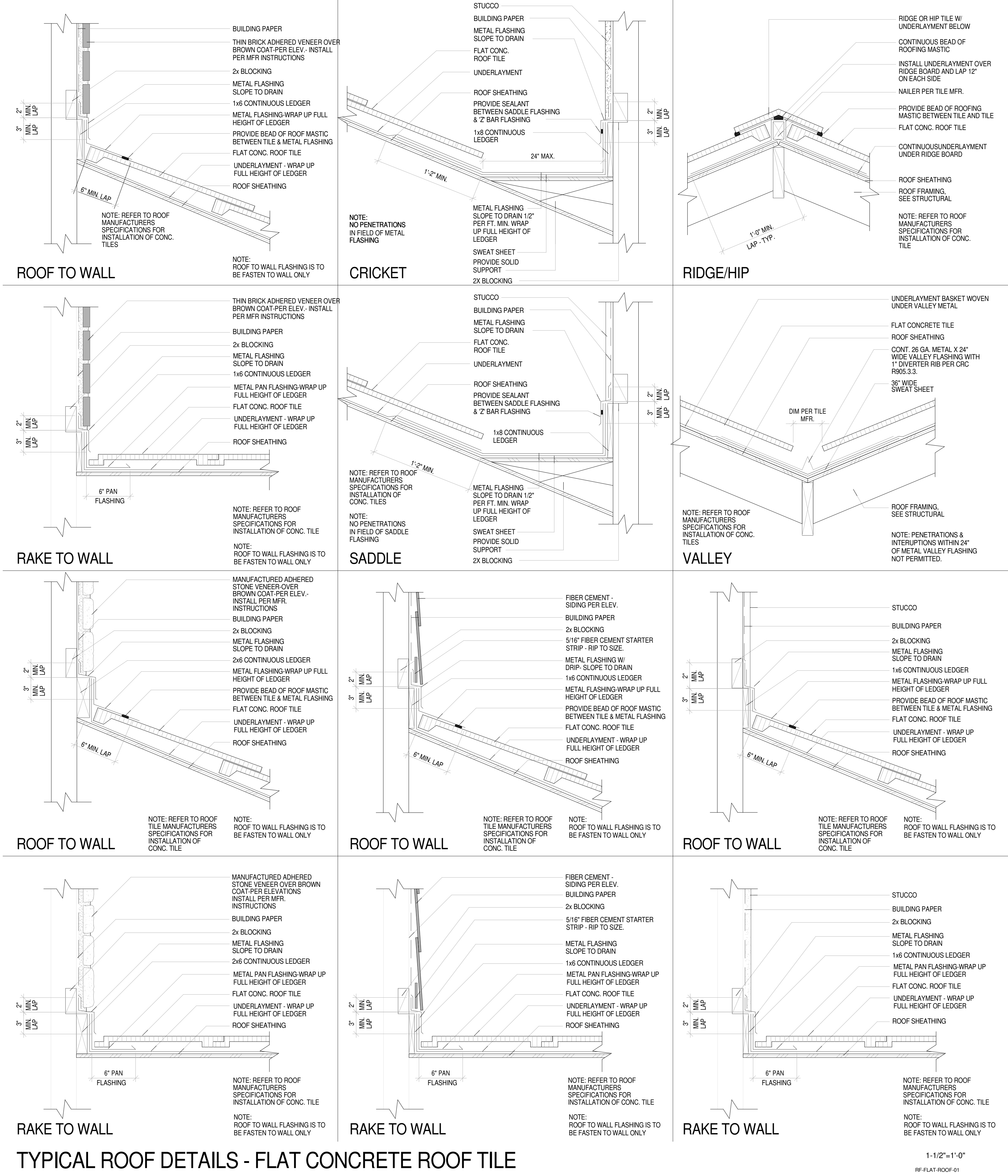
DECK AT ROOF
1 1/2" = 1'-0"

DOOR AT BRICK
3" = 1'-0"

DOOR AT STUCCO
3" = 1'-0"

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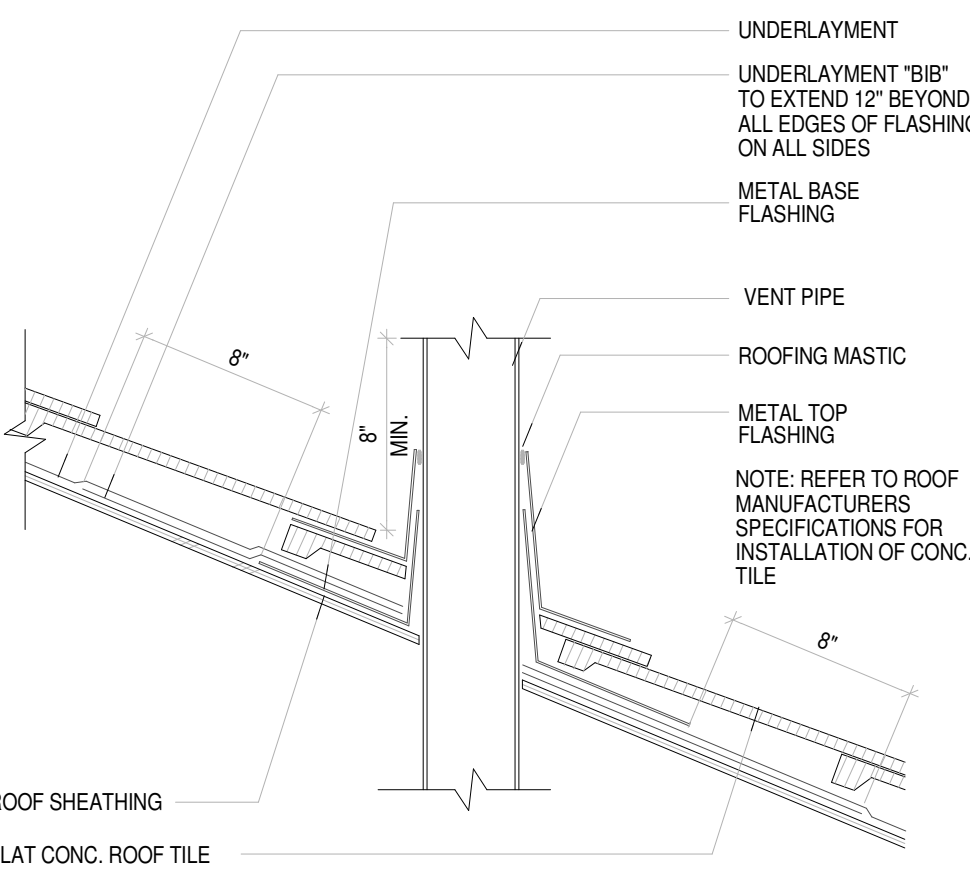
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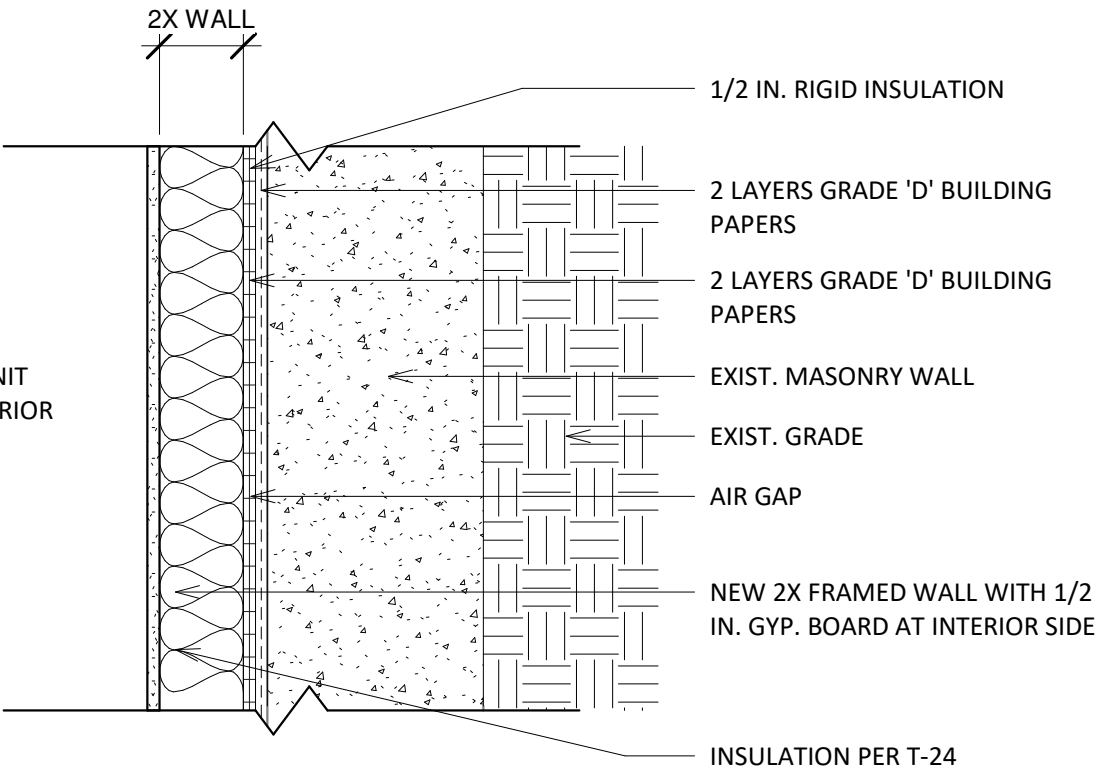
2 ROOF APPLY
1 1/2" = 1'-0"

5 SCREED
3" = 1'-0"

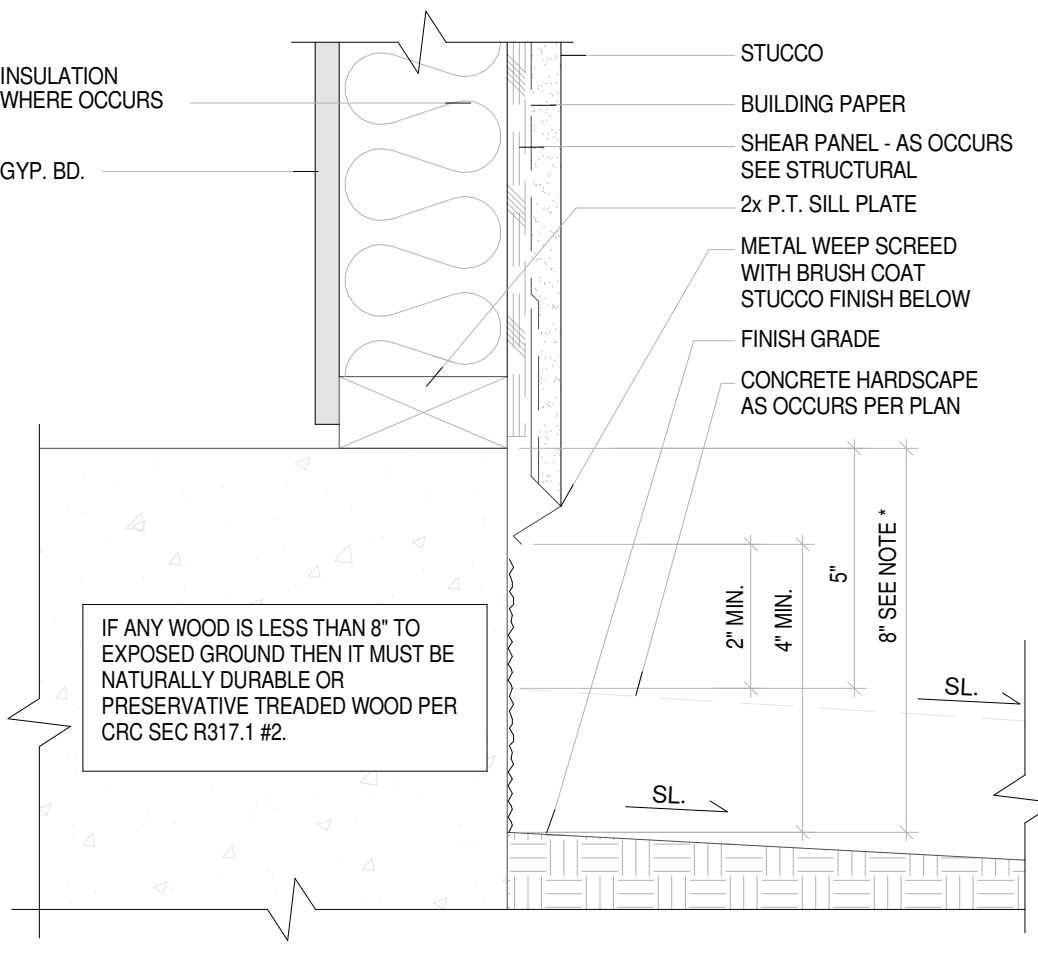
1 EAVE AT STUCCO
1 1/2" = 1'-0"



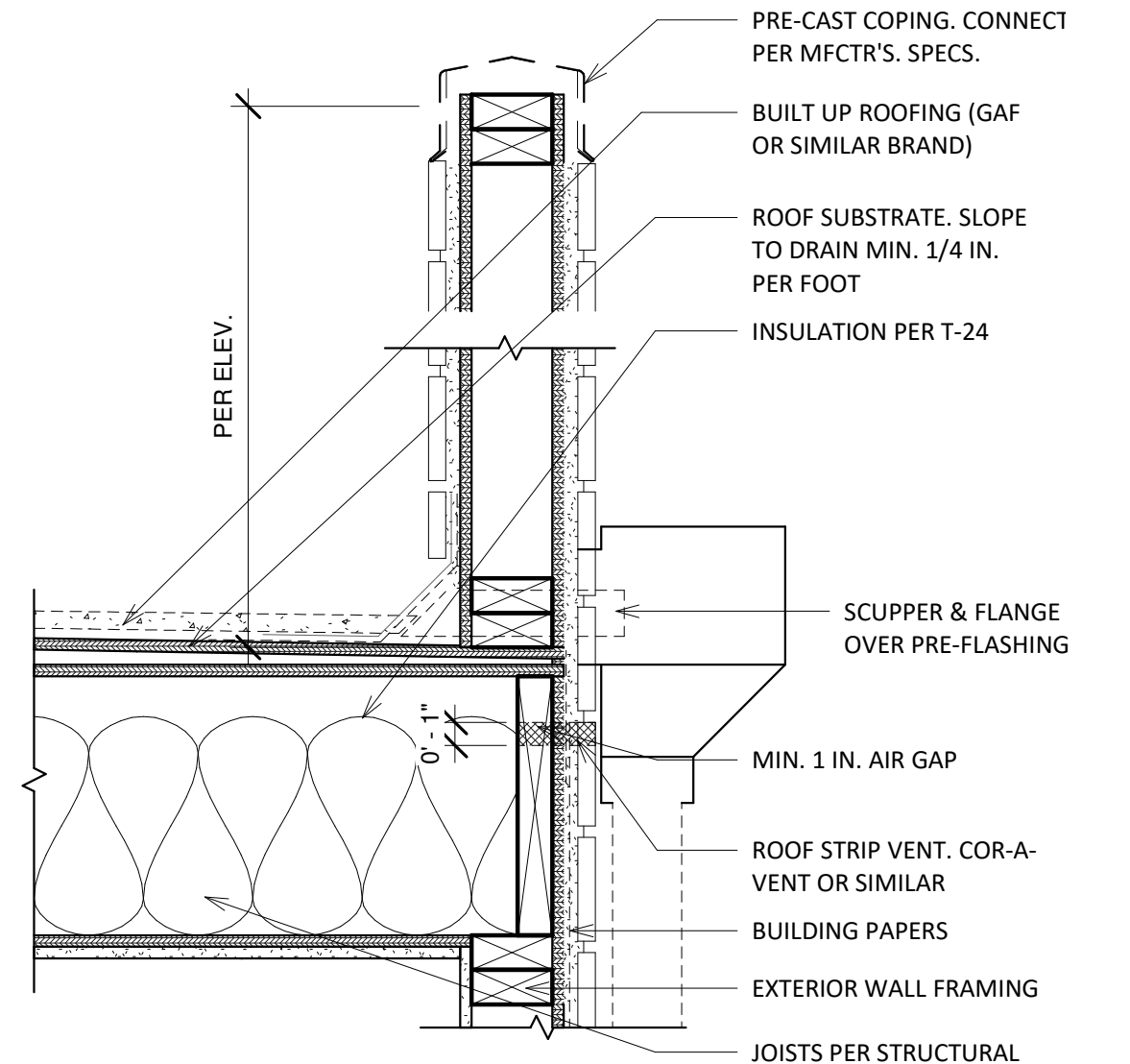
VENT PENETRATION
1-1/2" = 1'-0"



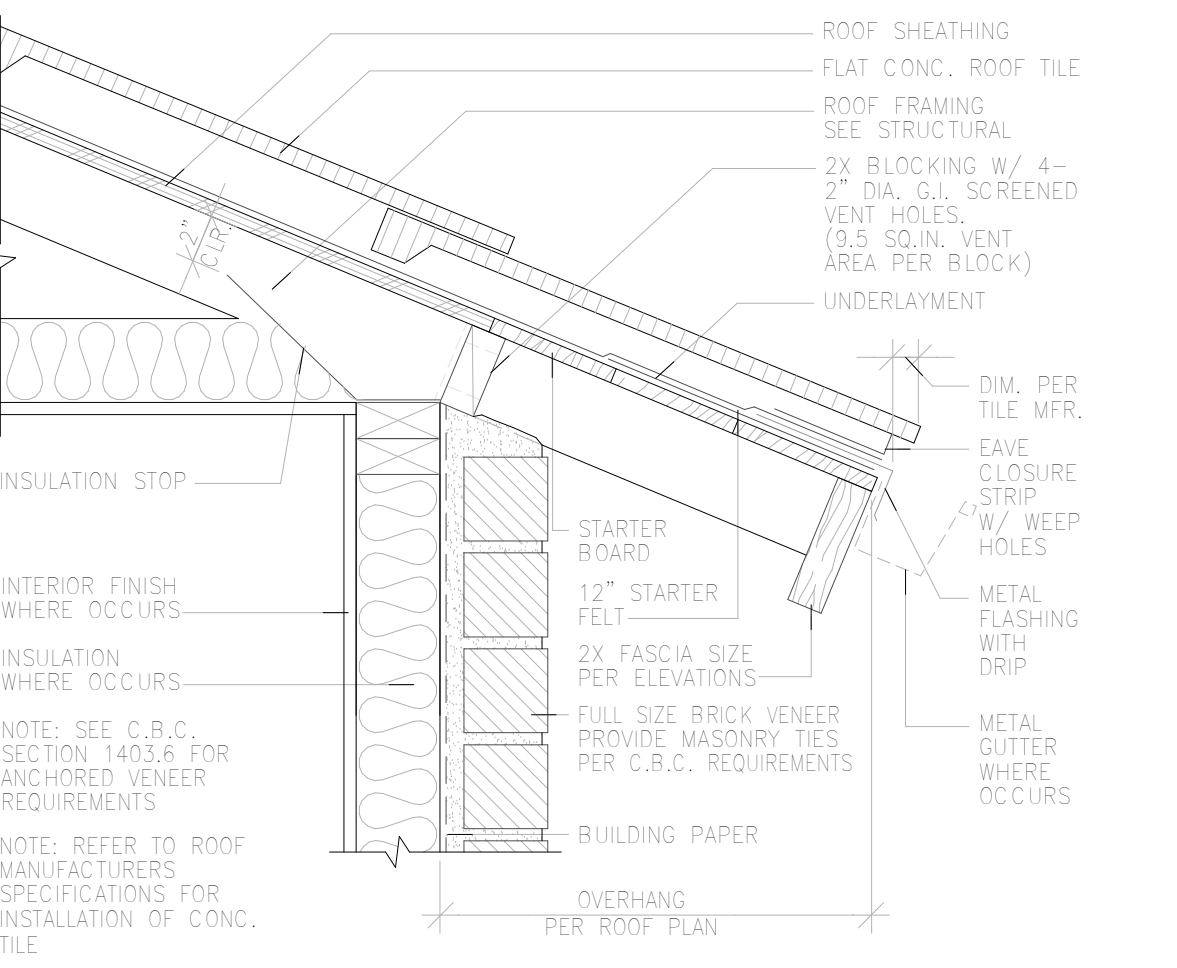
7 MASONRY WALL
1 1/2" = 1'-0"



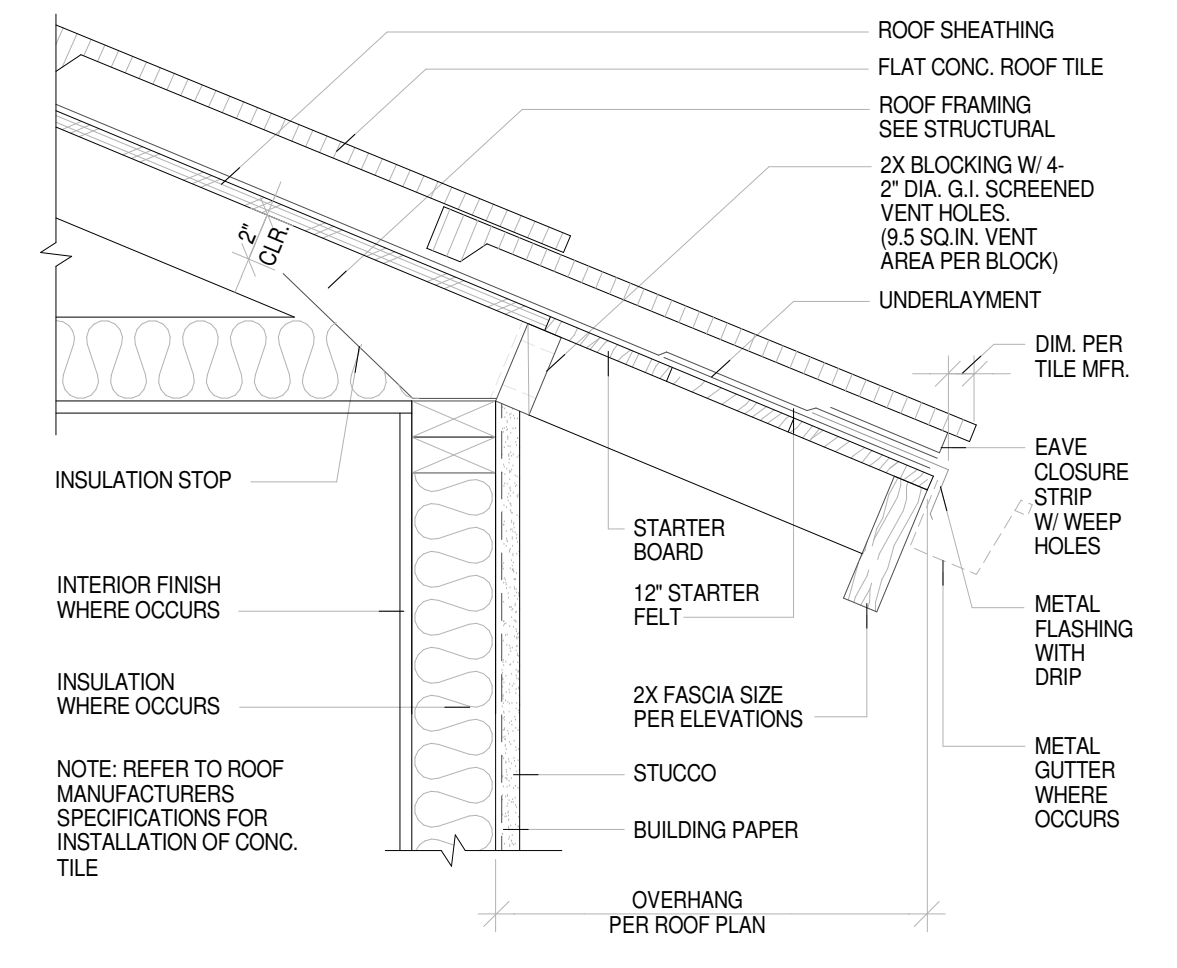
STUCCO SCREED
3" = 1'-0"



4 BUR AT BRICK
1 1/2" = 1'-0"



6 EAVE AT BRICK
1 1/2" = 1'-0"



EAVE
1-1/2" = 1'-0"

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AGING IN PLACE NOTES

R327.1.1 Reinforcement for Grab Bars

At least one bathroom on the entry level shall be provided with reinforcement installed in accordance with this section. Where there is no bathroom on the entry level, at least one bathroom on the second or third floor of the dwelling shall comply with this section.

Reinforcement shall be solid lumber or other construction materials approved by the enforcing agency. Reinforcement shall not be less than 2 by 8 inch (51 mm by 203 mm) nominal lumber, [11/2 inch by 7 1/4 inch (38 mm by 184 mm) actual dimension] or other construction material providing equal height and load capacity. Reinforcement shall be located between 32 inches (812.8 mm) and 39 1/4 inches (997 mm) above the finished floor flush with the wall framing. Water closet reinforcement shall be installed on both side walls of the fixture, or one side wall and the back wall. Shower reinforcement shall be continuous where wall framing is provided.

Bathtub and combination bathtub/shower reinforcement shall be continuous on each end of the bathtub and the back wall.

Additionally, back wall reinforcement for a lower grab bar shall be provided with the bottom edge located no more than 6 inches (152.4 mm) above the bathtub rim.

Exceptions:

Where the water closet is not placed adjacent to a side wall capable of accommodating a grab bar, the bathroom shall have provisions for installation of floor-mounted, foldaway or similar alternate grab bar reinforcements approved by the enforcing agency.

Reinforcement shall not be required in wall framing for pre-fabricated shower enclosures and bathtub wall panels with integral factory-installed grab bars or when factory-installed reinforcement for grab bars is provided.

Shower enclosures that do not permit installation of reinforcement and/or grab bars shall be permitted, provided

reinforcement for installation of floor-mounted grab bars or an alternate method is approved by the enforcing agency. Bathtubs with no surrounding walls, or where wall panels do not permit the installation of reinforcement shall be permitted, provided reinforcement for installation of floor-mounted grab bars adjacent to the bathtub or an alternate method is

approved by the enforcing agency.

Reinforcement of floors shall not be required for bathtubs and water closets installed on concrete slab floors.

R327.1.1.1 Documentation for Grab Bar Reinforcement
Information and/or drawings identifying the location of grab bar reinforcement shall be placed in the operation and maintenance manual in accordance with the California Green Building Standards Code, Chapter 4, Division 4.4.

R327.1.2 Electrical Receptacle Outlet, Switch and Control Heights
Electrical receptacle outlets, switches and controls (including controls for heating, ventilation and air conditioning) intended to be used by occupants shall be located no more than 48 inches (1219.2 mm) measured from the top of the outlet box and not less than 15 inches (381 mm) measured from the bottom of the outlet box above the finish floor.

Exceptions:

Dedicated receptacle outlets; floor receptacle outlets; controls mounted on ceiling fans and ceiling lights; and controls located on appliances.

Receptacle outlets required by the California Electrical Code on a wall space where the distance between the finished floor and a built-in feature above the finish floor, such as a window, is less than 15 inches (381 mm).

R327.1.3 Interior Doors

Effective July 1, 2024, at least one bathroom and one bedroom on the entry level shall provide a doorway with a net clear opening of not less than 32 inches (812.8 mm), measured with the door positioned at an angle of 90 degrees from the closed position; or, in the case of a two- or three-story single family dwelling, on the second or third floor of the dwelling if a bathroom or bedroom is not located on the entry level.

R327.1.4 Doorbell Buttons
Doorbell buttons or controls, when installed, shall not exceed 48 inches (1219.2 mm) above exterior floor or landing, measured from the top of the doorbell button assembly. Where doorbell buttons integrated with other features are required to be installed above 48 inches (1219.2 mm) measured from the exterior floor or landing, a standard doorbell button or control shall also be provided at a height not exceeding 48 inches (1219.2 mm) above exterior floor or landing, measured from the top of the doorbell button or control.



Safety. Science. Transformation.™

UL Solutions Evaluation Report

UL ER1306-02

Issued: February 8, 2016

Revised: February 28, 2023

Visit the UL Solutions [Product IQ® database](#) for current status of report.

UL Solutions Category Code: ULFB

CSI MasterFormat®

DIVISION: 07 00 00 THERMAL AND MOISTURE PROTECTION

Sub-level 2: 07 50 00 – Membrane Roofing

Sub-level 2: 07 51 00 – Built-Up Bituminous Roofing

Sub-level 3: 07 51 13 – Built-Up Asphalt Roofing

Sub-level 2: 07 52 00 – Modified Bituminous Membrane Roofing

Sub-level 3: 07 52 13 – Atactic-Polypropylene Modified Bituminous Membrane Roofing

Sub-level 3: 07 52 16 – Styrene-Butadiene-Styrene Modified Bituminous Sheet Roofing

COMPANY:

GAF

1 Campus Dr.

Parsippany NJ 07054

[www.gaf.com](#)

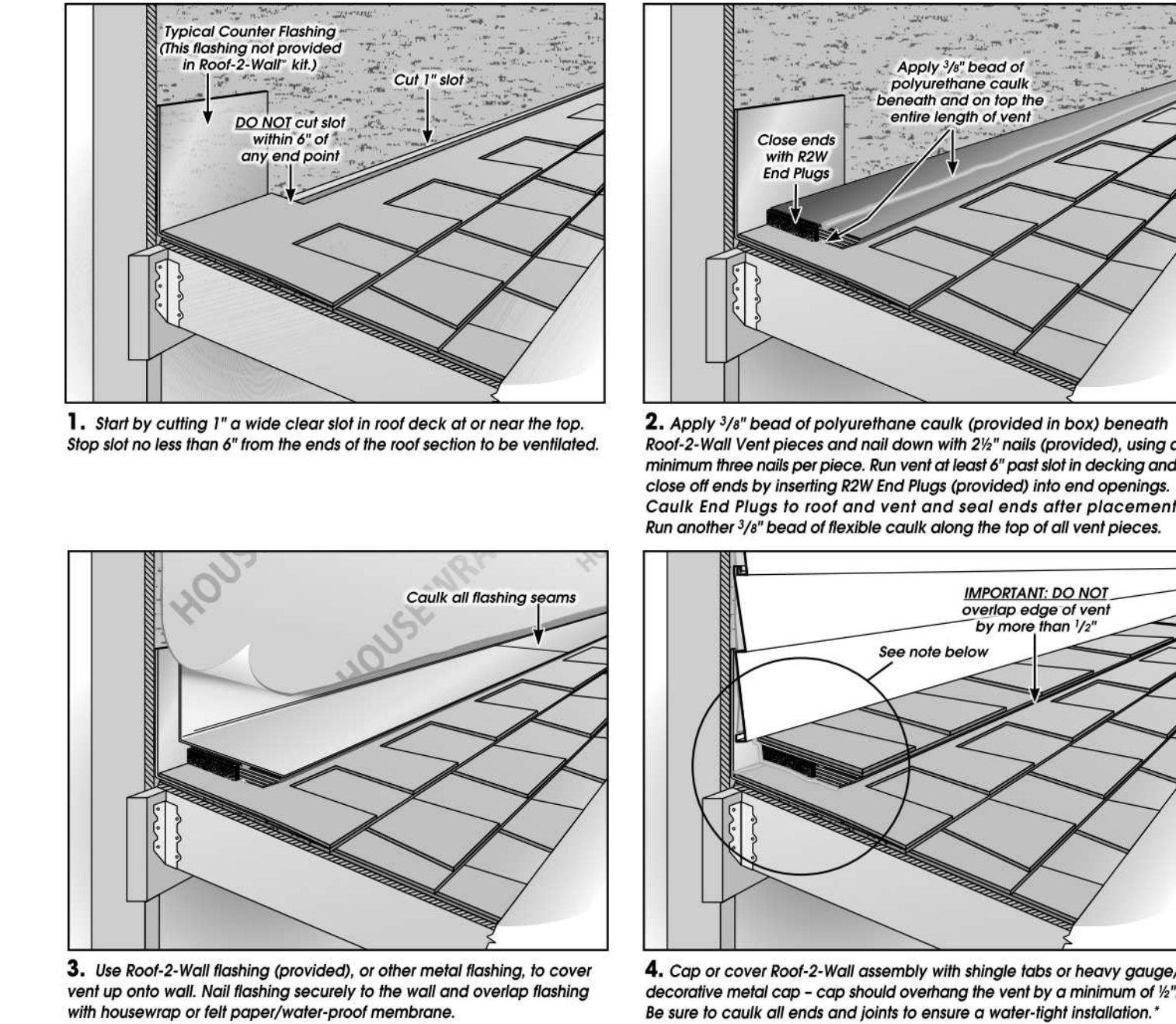
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[UL.com/Solutions](#)

Page 1 of 48

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COR-A-VENT® Roof-2-Wall Vent™ Installation Instructions.

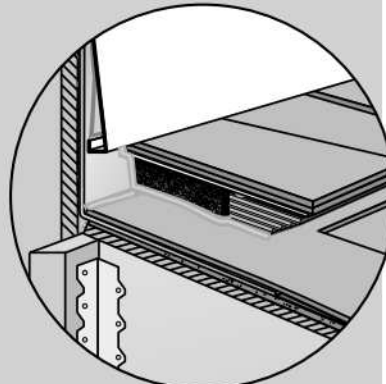
One person can easily install the handy four-foot Roof-2-Wall Vent sections. All you need is a hammer, circular saw, chalk line, utility knife, tape measure and a caulking gun. These instructions are typical for a standard shingle roof application. Check our web site ([www.cor-a-vent.com](#)) or call our technical department for advice on your specialized application, or send us a print and we'll "mark up" where and how to vent it.



A minimum 3/12 roof pitch is required for Roof-2-Wall application.

NOTE: Installer is responsible for sealing ends of vent for each specific application.

Due to the wide variety of material choices and possible installation options, it is the installer's responsibility to seal the vent assembly's ends with appropriate method and materials to prevent weather infiltration.



* The provided tube of caulk should be sufficient for installation, but if more caulk is required, use a flexible silicone or polyurethane – DO NOT USE ROOF CEMENT.

COR-A-VENT®
INCORPORATED

COR-A-VENT, INC.
P.O. Box 428 • Mishawaka, IN 46546-0428
Phone: (800) 837-8368 • Fax: (800) 645-6162
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COR-A-VENT® S-400 Soffit/Eave Vents

Simple Solutions for all Your Eave Venting Needs.
The science of a good ridge and soffit vent system depends upon the equalization or "balance" of its two components – the soffit/eave (intake) air and the ridge (exhaust) air. This principle of good venting practice works well with most traditional roof designs.

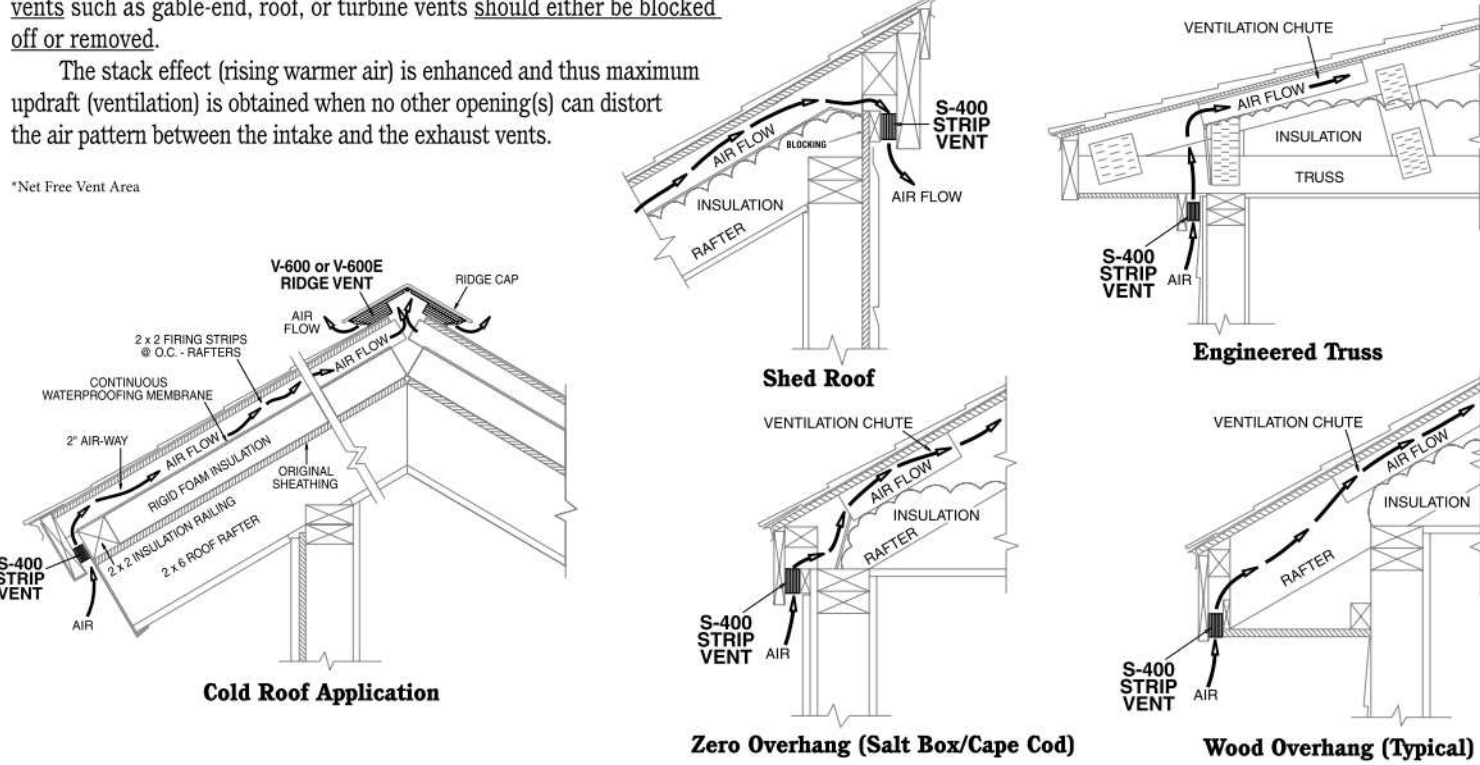
However, many contemporary house and roof designs are limited in how well they can be naturally ventilated. This is a result of restriction in the amount of, or placement of critical intake ventilation. In the interest of modern architecture and good ventilation practices, COR-A-VENT® has developed various unique soffit venting applications using our S-400 Strip Vent.

All ridge vents, work best with soffit/eave (intake) vents. For the top performance, place the intake vents low on the structure, typically at the overhangs.

With new construction or when re-roofing, all other attic exhaust vents such as gable-end, roof, or turbine vents should either be blocked off or removed.

The stack effect (rising warmer air) is enhanced and thus maximum updraft (ventilation) is obtained when no other opening(s) can distort the air pattern between the intake and the exhaust vents.

*Not Free Vent Area



Example: 25' x 50' = 1250 Sq. Ft.
1250 x .48 = 600
600 ÷ 20 = 30 L.F. V-600E needed

Figuring Your Ventilation Needs:

V-600E: Square footage of building footprint X .48 = Lineal Feet V-600E needed
20

The above formulas will give the amount of V-600E ridge vent needed for a 1/150 vent ratio, provided an equal or greater amount of soffit venting is used. For a 1/300 ratio, (building code minimum) use half the amount of ridge vent. Note: Code interpretations may vary. Consult your local building dept.

For the best appearance and performance install COR-A-VENT ridge and soffit vents continuously at the ridge and in the soffits.

Maintaining an unrestricted air passageway between the soffit and ridge is crucial to the performance of the vent system, and must not be blocked or restricted. COR-A-VENT recommends a minimum 2" air space between the roof sheathing and vent chute or insulation.

Note: Should you need any assistance in designing your ventilation system, fax or mail a sketch and information to our technical services department. COR-A-VENT will respond with recommendations for your particular building design.

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1. SUBJECT:

GAFGLAS® Mineral-Surfaced Cap Sheet, Tri-Ply® BUR Granule Cap Sheet, GAFGLAS® EnergyCap™ Mineral-Surfaced Cap Sheet

GAFGLAS® Ply 4, GAFGLAS® Ply 4 M, Tri-Ply® Ply 4, GAFGLAS® FlexPly™ 6, GAFGLAS® FlexPly™ 6 M, GAFGLAS® FlexPly™ 6 SL

GAFGLAS® #75 Base Sheet, Tri-Ply® #75 Base Sheet, GAFGLAS® #80 Ultima™ Base Sheet, GAFGLAS® Stratavent® Perforated Venting Base Sheet, GAFGLAS® Stratavent® Nailable Venting Base Sheet

RUBEROID® HW Smooth, RUBEROID® HW 25 Smooth

RUBEROID® HW Granule, RUBEROID® HW Granule FR, RUBEROID® HW Plus Granule, RUBEROID® HW Plus Granule FR, RUBEROID® EnergyCap™ HW Plus Granule FR

RUBEROID® 20 Smooth, RUBEROID® Mop Smooth, RUBEROID® Mop Smooth 1.5, RUBEROID® Mop Plus Smooth

RUBEROID® 30 Granule FR, RUBEROID® EnergyCap™ 30 Granule FR, RUBEROID® Mop Granule, Tri-Ply SBS Granule, Intec Flex PRF, Ruberoid® Mop Granule FR, RUBEROID® Mop Plus Granule FR, RUBEROID® EnergyCap™ Mop Plus Granule FR

RUBEROID® EnergyCap™ 30 Granule FR GR, RUBEROID® EnergyCap™ HW Plus Granule FR GR, RUBEROID® EnergyCap™ Mop Plus Granule FR GR

RUBEROID® Torch Smooth, Tri-Ply APP Smooth

RUBEROID® Torch Granule, Tri-Ply APP Granule, Ruberoid® Torch Plus Granule FR, RUBEROID® EnergyCap™ Torch Granule FR

Liberty™ SBS Self-Adhering Base/Ply Sheet, Liberty™ SBS Self-Adhering Cap Sheet

2. SCOPE OF EVALUATION

- 2021, 2018, 2015, 2012, 2009 and 2006 International Building Code® (IBC)
- 2021, 2018, 2015, 2012, 2009 and 2006 International Residential Code® (IRC)
- ICC ES Acceptance Criteria for Roof-Covering Systems (AC75)
- ICC ES Acceptance Criteria for Quality Documentation (AC10)

The products were evaluated for the following properties:

- Roofing Systems for Exterior Fire Exposure (UL 790, ASTM E108)
- Impact Resistance (FM 4470)
- Roofing Systems, Wind Uplift Resistance (FM 4474)
- Physical Properties

- ASTM D2178 Type IV
- ASTM D2178 Type VI
- ASTM D3909
- ASTM D4601 Type II
- ASTM D4897 Type II
- ASTM D6163 Type I Grade G
- ASTM D6163 Type I Grade S
- ASTM D6163 Type II Grade S

- ASTM D6164 Type I Grade G
- ASTM D6164 Type I Grade S
- ASTM D6164 Type II Grade G
- ASTM D4897 Type I Grade G
- ASTM D6222 Type I Grade G
- ASTM D6222 Type I Grade S
- ASTM D6222 Type II Grade G
- ASTM G155

Page 2 of 48



EVALUATION REPORT

Originally Issued: 01/15/2016

Revised: 03/07/2023

Number: 1900

Valid Through: 01/31/2026

EAGLE ROOFING PRODUCTS

3546 N. Riverside Avenue

Rialto, CA 92377

[www.eagle roofing.com](#)

CONCRETE ROOF TILES

CSI Section: 07 32 16 Concrete Roof Tiles

1.0 RECOGNITION

The Eagle Roofing Product's Eagle and Eaglelite Interlocking Concrete Roofing Tiles recognized in this report have been evaluated for use as concrete roof tiles. The weather resistance, wind uplift resistance, and fire classification properties of the roof tiles comply with the intent of the provisions of the following codes and regulations:

- 2021, 2018, 2015, 2012 2009, and 2006 International Building Code® (IBC)
- 2021, 2018, 2015, 2012 2009, and 2006 International Residential Code® (IRC)
- 2022, and 2019, California Building Code (CBC) – Supplement attached
- 2022 and 2019 California Residential Code (CRC) – Supplement attached
- 2020 Florida Building Code, Building (FBC-Building) – Supplement attached
- 2020 Florida Building Code, Residential (FBC, Residential) – Supplement attached

2.0 LIMITATIONS

Eagle Roofing Product's Eagle and Eaglelite Interlocking Concrete Roofing Tiles recognized in this report are subject to the following limitations:

2.1 The roof tiles shall be manufactured, identified and installed in accordance with this report, and the applicable code in the event of a conflict this report governs.

2.2 Eagle Roofing Product's Concrete Roof Tile shall be installed on roof slopes of 2½ units vertical in 12 units horizontal (21-percent slope) or greater. IBC Section 1507.3.2.

2.3 The supporting structure shall be designed to support the loads and is beyond the scope of this report.

2.4 The roof tiles are produced in Sumterville, FL; Rialto, CA; Stockton, CA; and Phoenix, AZ as noted in Tables 2A through 2C of this report.

The product described in this Uniform Evaluation Service (UES) Report has been evaluated as an alternative material, design or method of construction in order to satisfy and comply with the provisions of the code, as noted in this report, and for at least equivalence to that prescribed in the code in quality, strength, effectiveness, fire resistance, durability and safety, as applicable, in accordance with IBC Section 104.11. This document shall only be reproduced in its entirety.

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Page 1 of 6



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LAGUNA HILLS, CA 92653

MAIN HOUSE:

DR. RAHIM TOFIGH
25961 GLEN CANYON DRIVE
LAGUNA HILLS, CA 92653

PRODUCTS/MATERIALS

SHEET TITLE:

NO.	DATE	REVISIONS	DESCRIPTION	BY
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

DRAWN BY: Author

DATE: 01/25/24

SCALE:

SHEET NUMBER:

A6.3



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ICC-ES Evaluation Report ESR-1215

Reissued November 2022

This report is subject to renewal November 2023.

DIVISION: 04 00 00—MASONRY
Section: 04 71 00—Manufactured Brick Masonry
Section: 04 73 00—Manufactured Stone Masonry

REPORT HOLDER:

WESTLAKE ROYAL STONE, LLC

EVALUATION SUBJECT:

ELDORADO STONE®, ELORADO BRICK® AND
ELDORADO ADOBE® VENEERS

1.0 EVALUATION SCOPE

1.1 Compliance with the following codes:

- 2015 International Building Code® (IBC)
- 2015 International Residential Code® (IRC)
- Other Codes (see Section 8.0)

Properties evaluated:

- Veneer strength and durability
- Surface burning characteristics
- Thermal Resistance

1.2 Evaluation to the following green code(s) and/or standards:

- 2022, and 2019 California Green Building Standards Code (CALGreen), Title 24, Part 11
- 2020, 2015, 2012 and 2008 ICC 700 National Green Building Standard™ (ICC 700-2015, ICC 700-2012 and ICC 700-2008)

Attributes verified:

See Section 3.0

2.0 USES

Eldorado Stone, Eldorado Brick and Eldorado Adobe Veneers are used as adhered, non-load-bearing exterior veneers or interior finishes on wood or light gage steel stud walls, concrete walls or concrete masonry walls.

3.0 DESCRIPTION

Eldorado Stone®, Eldorado Brick® and Eldorado Adobe® veneers are precast concrete products made to resemble natural stone, brick or adobe, respectively, in color and in texture. The concrete is composed of cement, aggregate, water, admixtures, and coloring. The veneer units are

molded and cured at the plant. The average saturated weight of the installed veneer units does not exceed 15 pounds per square foot (73.2 kg/m²). Evaluated patterns of veneer are listed in Table 1.

The precast veneer has a Class A finish rating in accordance with IBC Section 803.1.1 and complies with the flame-spread and smoke-development requirements of IRC Section R302.9. The stone veneer has an R-value of 0.43 when tested in accordance with ASTM C177 at an average thickness of 1.5 inches (38 mm).

The attributes of the precast veneers have been verified as conforming to the provisions of (i) CALGreen Section A4.405.1.3 for prefabricated building materials and Section A5.406.1.2 for reduced maintenance; (ii) ICC 700-2020 Section 602.1.6 and 11.602.1.6 for termite-resistance materials and Sections 601.7 and 11.601.7 for site-applied finishing materials; (iii) ICC 700-2015 and ICC 700-2012 Sections 602.1.6 and 11.602.1.6 for termite-resistant materials and Sections 601.7, 11.601.7, and 12.1(A).601.7 for site-applied finishing materials; and (iv) ICC 700-2008 Section 602.8 for termite-resistant materials and Section 601.7 for site-applied finishing materials. Note that decisions on compliance for those areas rest with the user of this report. The user is advised of the project-specific provisions that may be contingent upon meeting specific conditions and the verification of those conditions is outside the scope of this report. These codes or standards often provide supplemental information as guidance.

4.0 INSTALLATION

4.1 General:

Installation of Eldorado Stone precast stone veneer must comply with this report, the manufacturer's published installation instructions, and the applicable code. The manufacturer's published installation instructions must be available at the jobsite at all times during installation. The veneer must be installed in accordance with the clearance requirements of IBC Section 1405.10.1.3 or IRC Section R703.12.1, as applicable. The veneer has been evaluated for application over backings of cement plaster, concrete or concrete masonry.

4.2 Preparation of Backing:

4.2.1 Cement Plaster Backings: Cement plaster backings may be applied over plywood, OSB or gypsum sheathing, supported by wood or steel studs; over open

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wood or steel studs; over concrete walls; and over concrete masonry walls, when installed as described in Sections 4.2.1.1 and 4.2.1.2.

4.2.1.1 Installation over Studs: For exterior installations, the cement plaster backing must be installed over a water-resistive barrier complying with IBC Section 1405.10.1.1 or IRC Section R703.12.3, as applicable. Also, flashing must be installed as required by IBC Section 1405.10.1.2 or IRC Sections R703.4 and R703.12.2, as applicable, and weep screeds must be installed at the bottom of the stone veneer. The weep screeds must comply with, and be installed in accordance with, IBC Section 1405.10.1.2.1 or IRC Section R703.12.2, as applicable. In addition, the weep screeds must have holes with a minimum diameter of 3/16 inch (4.8 mm) spaced at a maximum of 33 inches (838 mm) on center, as required by Section 12.1.6.2 of TMS 402/ACI 530/ASCE 5, which is referenced in IBC Section 1405.10.

Studs must be spaced no more than 16 inches (406 mm) on center. Lath must be a 2.5 lbyd² (1.4 kg/m²) diamond mesh metal lath conforming to ASTM C847; a 3.4 lbyd² (1.8 kg/m²), 3/8-inch thick ribbed lath conforming to ASTM C847; a 1.4 lbyd² (0.760 kg/m²) galvanized woven wire mesh conforming to ASTM C1032; a welded wire lath complying with ASTM C933; or lath addressed in an ICC-ES evaluation report as a substitute for lath complying with ASTM C847. Lath may be self-furred or non-furred, provided turning or turning fasteners are used. When the cement plaster backing is installed over open studs, a paper back lath must be used. All lath must be installed over the water-resistive barriers by following lath manufacturer's installation guidelines and recommendations. Lath or mesh must be fastened to each of the wall studs as required by ASTM C1063 and IRC Section R703.7.1. Fasteners must be spaced a maximum of 6 inches (153 mm) on center.

For attaching lath to wood studs, fasteners must be galvanized nails having a minimum shank diameter of 0.120-inch, a minimum head diameter of 7/16-inch (11.1 mm) and sufficient length to penetrate the studs a minimum of 3/4-inch (19.1 mm); wood screws of sufficient length to penetrate a minimum of 3/8 inch (15.9 mm) into the studs; or minimum 16 gage staples with a crown width of 3/4 inch (19.1 mm) and sufficient length to penetrate the studs a minimum of 3/4 inch (19.1 mm). Wood studs must have a minimum specific gravity of 0.42. For attaching lath to steel studs, fasteners must be a minimum of #12 corrosion resistant pan head or pancake head self-drilling, tapping screws having sufficient length to protrude a minimum of 3/8 inch (9.5 mm) through the stud. Steel studs must be a minimum of 33 mils thick.

A scratch coat of Type N or S mortar (cement plaster) complying with ASTM C926 must be applied over the lath to a thickness of 1/2 inch to 3/4 inch (12.7 to 19.1 mm). The scratch coat must be scored horizontally in accordance with the manufacturer's published installation instructions, and must be allowed to cure in accordance with IBC Section 2512.6, prior to the application of the veneer units.

4.2.1.2 Installation over Concrete and Masonry: The veneer units may be applied directly to concrete and masonry backing without lath, provided the concrete and masonry surface is clean and free of paints, repellents, contaminants and release agents (see Section 4.2.2). Where lath is used, apply one layer of water-resistive barrier over the wall, in accordance with the report holder's recommendations. The lath must be corrosion-resistant metal lath complying with ASTM C847, or 1.4 lbyd² (0.760 kg/m²), corrosion-resistant, woven wire plaster base complying with ASTM C1032. The lath must be fastened to

the wall in accordance with Section 7.10 of ASTM C1063, and IRC Section R703.6.1, as applicable. The fasteners must be spaced a maximum of 6 inches (152 mm) on center vertically and 16 inches (406 mm) on center horizontally. The gravity load (shear) capacity and negative wind load (pull-out) capacity of the proprietary fasteners must be justified to the satisfaction of the code official. The scratch coat must be applied as described in Section 4.2.1.1.

4.2.2 Concrete and Masonry Backing: Concrete masonry and poured concrete wall surfaces must be prepared in accordance with Section 5.2 of ASTM C926, and IBC Section 2510.7, as applicable. Alternatively, a cement plaster backing may be installed as described in Section 4.2.1.

4.3 Application of Veneer Units:

Prior to the application of the veneer units, the scratch coat or other backing and the back of the veneer units must be moistened in accordance with the manufacturer's instructions. Veneer units must be installed in accordance with IBC Section 1405.10.1.4.3. Under the IRC, a minimum 1/2-inch-thick (12.7 mm) setting bed of Type N or S mortar must be applied to the back of the veneer units, and the veneer units must be pressed firmly in place, squeezing the mortar out around all veneer unit edges. For grouted patterns, joints between veneer units must be grouted and tooled in accordance with the veneer manufacturer's published installation instructions.

5.0 CONDITIONS OF USE

The precast stone veneer described in this report complies with, or is a suitable alternative to what is specified in, those codes listed in Section 1.0 of this report, subject to the following conditions:

5.1 Installation must comply with this report, the manufacturer's published installation instructions and the applicable code. In the event of a conflict between the manufacturer's published installation instructions and this report, this report governs.

5.2 The use of the precast stone veneer has been evaluated for installation on walls with cement plaster, concrete or concrete masonry backings.

5.3 Expansion or control joints, used to limit the effect of differential movement of supports on the veneer system, are to be specified by the architect, designer or veneer manufacturer, in that order. Consideration must also be given to movement caused by temperature change, shrinkage, creep and deflection.

5.4 In jurisdictions adopting the IBC, the supporting wall must be designed to support the installed weight of the veneer system, including veneer, setting bed and cement plaster backing, as applicable. At wall openings, the supporting members must be designed to limit deflection to 1/600 of the span of the supporting members.

5.5 In jurisdictions adopting the IRC, where the seismic provisions of IRC Section R301.2.2 apply, the average weight of the wall supporting the precast stone veneer, including the weight of the veneer system, must be determined. When this weight exceeds the applicable limits of IRC Section R301.2.2.2.1, an engineered design of the wall construction must be performed in accordance with IRC Section R301.1.3.

5.6 Eldorado Stone products are manufactured under a quality control program with inspections by ICC-ES.

DEX-O-TEX

Weatherwear

Promenade Deck and Roof Covering
Typical Thickness 3/16" – 1/4"



Advanced Floor
and Waterproof
Systems since
1938

www.dexo.com

04-20

DESCRIPTION

Weatherwear promenade and roof deck covering system is a class A rated, multi-layered troweled applied waterproofing and wearing surface.

WHERE TO USE

Exterior decking, roof tops, balconies, promenade decks.

ADVANTAGES

- Monolithic, Seamless and Jointless
- Integral Flashing Slip Sheet Design isolates building movement
- Excellent UV Stability
- Low Maintenance
- Environmentally Friendly
- VOC Compliant
- Class A Fire Rated
- Over 100 million sq. ft installed since 1958
- Solar Reflective Topcoat available

APPROVALS

- ICC ESR 1757 ([click here](#))

FINISH OPTIONS

See Dextox AJ-44 XL and Colorpax LIP Color chart ([click here](#)) or at [www.dexotex.com](#)

PHYSICALS	METHOD	RESULTS
VOC in g/L		0.50 g / L
Weight / sq. ft.		1.65 - 2.2 lbs / sq. ft. (depends on thickness)
Fire Safety	ASTM E108	Intermittent Flame Exposure - Class A
	UL 790	Spread of Flame - Class A
	NFPA 256	Burning Brand - Class A
Accelerated Weathering	ASTM G23	No Cracking, Blistering, Caulking, Cracking, or Color Change
Freeze Thaw	ASTM C67 (50 cycles)	No Breakage, weight loss >1%
Percolation	ICC A39	Complies
Water Absorption	ASTM D570	6.09%
Wind Uplift	ICC A 39 (131 mph)	Complies
Microbial Resistance	ASTM G21	Passes Rating 1
Sound Rating STC	ASTM E413	53
Sound Rating IIC	ASTM E492	47

The above physical properties were measured in accordance with the referenced standards. Results may vary based upon statistical variations on mixing methods and equipment, application methods, environmental and actual site conditions and curing conditions. All sample preparation and testing are conducted in a laboratory environment and actual performance on job site may vary from these values based on actual site conditions.

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CARE AND MAINTENANCE

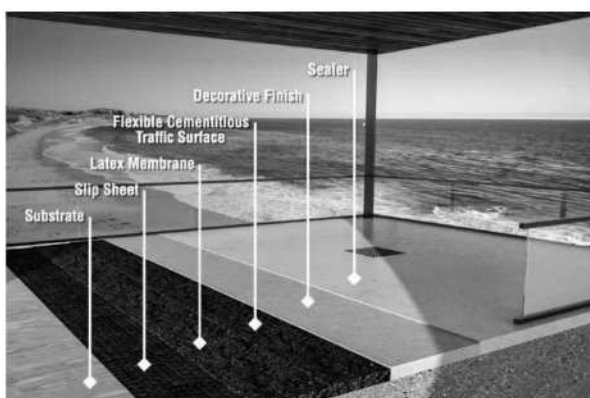
See care and maintenance form, [click here](#), or available at [www.dexotex.com](#)

CHEMICAL RESISTANCE

See chemical resistance chart, [click here](#), or available at [www.dexotex.com](#)

LIMITATIONS

- Substrate must be dry during application residual moisture content of substrate must be less than 15%
- Not suitable for uses when subject to heavy steel wheel rolling loads
- Can be damaged by moisture vapor entering from adjacent areas not properly sealed
- Vapor control primers, sloping, smoothing or leveling compounds, crack repair or isolation, waterproof membranes or other supplementary items may be required for proper installation at an additional cost. Consult with Crossfield products Corp. for specific recommendations



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MAIN HOUSE:
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PRODUCTS/MATERIALS

SHEET TITLE:

NO.

BY

DESCRIPTION

DATE

REVISIONS

SCALE:

SHEET NUMBER:

DRAWN BY:

SH

DATE:

01/25/24

SCALE:

SHEET NUMBER:

A6.4



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City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Joe Ames, Assistant City Manager
Issue: Adoption of Solid Waste Collection and Recycling Rate Adjustments for Residential and Commercial Collection Services

Recommendation: That the City Council:

1. Receive staff presentation and report, and receive City Clerk report on written property owner protests;
2. Ask questions of staff;
3. Open the public hearing;
4. Receive public testimony;
5. Close the public hearing; and
6. If less than 6,634 written protests were received by the City, by motion, approve the rate adjustments in the approved Contract for the Collection, Transportation and Disposal of Municipal Solid Waste and for the Collection and Transportation of Recyclable Materials to Processors for Diversion between the City of Laguna Hills and CR&R Incorporated.

Background:

The City of Laguna Hills' current Franchise Agreement with CR&R, Inc. ("CR&R") expires on June 30, 2025. The City of Lake Forest holds a franchise agreement for similar solid

waste services that also expires on June 30, 2025. Consequently, starting in 2021, the City of Laguna Hills partnered with the City of Lake Forest to procure municipal solid waste services through a joint procurement process that included a competitive Request for Proposals process for a new solid waste and recycling franchise agreement.

After a comprehensive selection process, the City Council awarded a new agreement to CR&R for the Collection, Transportation, Processing and Diversion of Recyclable Materials, Food Scraps, Yard Trimmings, Construction and Demolition Debris and Other Materials and for the Collection, Transportation and Disposal of Municipal Solid Waste (“Solid Waste Agreement”) on June 25, 2024. The new Solid Waste Agreement commences on July 1, 2025. The Solid Waste Agreement includes a scope of work that allows the City to remain compliant with State regulations such as Senate Bill 1383. The Solid Waste Agreement also includes the following:

- New Trucks – with collision avoidance, leak detection, and fire suppression systems
- New Carts and Bins – distributed in Spring 2025
- 50% recycling and organics rate incentives for commercial/multi-family customers compared to trash rates
- Two household hazardous waste curbside pickups per year
- Sharps pre-paid mail-back program
- New Community Events
 - Two free compost giveaway events for Laguna Hills residents only and a “how-to” compost workshop annually
 - Annual bulky item drop-off day in addition to two curbside bulky item pickups
 - Annual household hazardous waste drop-off event

The new Solid Waste Agreement sets rates for solid waste and recycling services according to the size of the trash container (“bin” or “cart”), the type of waste (i.e. trash, organic waste, or recyclables), and frequency of pickups per week. The rate structure is comprised of separate components: Collection, Processing, Disposal, Non-escalating Capital, Regulatory Compliance, Procurement and Pavement Impact Costs.

The proposed solid waste service rates effective July 1, 2025, are contained in Attachment 1.

The Solid Waste Agreement establishes a formula for the amount that CR&R may charge for solid waste and recycling services. The Agreement further provides that the

City may permit CR&R to adjust its rates each year in accordance with specified cost indices, with a maximum adjustment of five percent for the Collection and Processing components of the rates. The disposal component is a pass-through cost set by the operator of the landfills, Orange County Waste and Recycling. Regulatory Compliance, Procurement and Pavement Impact Cost components may be adjusted only to actual costs incurred. The Non-Escalating Capital component is never adjusted.

Due to recent case law, the Solid Waste Agreement does not include Franchise Fees as was customary in the past for most agencies. In lieu of a Franchise Fee, the agreement includes cost recovery reimbursement from the hauler for the amount it costs the City to administer its solid waste program. This includes the costs to manage all aspects of the Solid Waste Agreement, comply with state regulations such as Assembly Bill 939 ("AB 939") and Senate Bill 1383 ("SB 1383"), mitigate pavement impacts from heavy collection vehicles, and the procurement of recovered organic waste products such as compost and mulch as required by SB 1383. Accordingly, CR&R will pay the City \$73,950.58 per month beginning July 1, 2025.

As listed in the Solid Waste Agreement awarded by the City Council, the proposed residential rates are shown below in Table 1.

Table 1: Residential Rates

Trash Cart Size	Current Monthly Rate	Monthly Increase	Proposed Rate Effective July 1, 2025
35-gallon	\$23.00	-\$0.87	\$22.13
65-gallon	\$23.00	\$0.71	\$23.71
95-gallon	\$23.00	\$2.02	\$25.02

Table 2 shows proposed rates for some of the most common services provided to commercial and multifamily accounts.

Table 2: Commercial/Multifamily Rates

Bin Size (cubic yards)	Current Monthly Rate	Monthly Increase	Proposed Rate Effective July 1, 2025
3 c/y Trash Bin 1x per week	\$154.00	\$32.89	\$186.89
3 c/y Trash Bin 2x per week	\$255.20	\$64.69	\$319.89
3 c/y Trash Bin 3x per week	\$338.35	\$102.05	\$440.40

Proposition 218 Public Hearing:

Although the City Council approved the Solid Waste Agreement, rate increases are subject to a Proposition 218 process. Proposition 218 ("Prop 218"), the Right to Vote Act, was approved by California voters in November 1996. In part, Prop 218 requires a majority protest hearing before imposing or increasing any property-related fees.

Therefore, to implement the new residential and commercial rate increases as discussed herein, the City Council must conduct a notification and public hearing process in compliance with Proposition 218. This process involves mailing a notice to all affected property owners describing the proposed rate adjustments and justification for the rate adjustments. After a 45-day notice period, a public hearing is held and the City Council will consider approval of the new rates, unless a majority of property owners timely protest the proposed new rates.

Property owners who wish to object to the proposed rate adjustments will be instructed to file a written protest with the City Clerk at or before the time set for the public hearing. Original written protests are required to be mailed or personally delivered to the City Clerk. Each valid written protest must include the name of the record owner or owners of the property, identification of the property by either assessor's parcel number or street address, a statement of protest ("I/we protest" suffices), and the original signature of the protesting owner or owners (photocopies, electronic mail, electronic copies, e-comments, or facsimiles are not valid). Each property is counted as a single vote, regardless of the number of owners. If there are two record owners, both are required to sign the written protest. If there are more than two owners, the protest must be signed by a majority of the owners.

Notices were mailed on April 22, 2025, to meet the 45-day notice period. The Proposition 218 notice is attached to this report as Attachment 2. If the rates for service are approved, the new solid waste service rates would go into effect on July 1, 2025.

Staff recommend that the City Council conduct a majority protest hearing regarding the adoption of new solid waste service rates in accordance with Proposition 218 and, by motion, approve the rate adjustments in the approved Contract for the Collection, Transportation and Disposal of Municipal Solid Waste and for the Collection and Transportation of Recyclable Materials to Processors for Diversion between the City of Laguna Hills and CR&R Incorporated rates, upon conclusion that the City did not receive written protests from over 50% of the property owners in the City.

Fiscal Impact:

In lieu of franchise fees, CR&R will pay \$73,950.58 per month to the City for cost recovery for administering the City's solid waste program, comply with State regulations such as Assembly Bill 939 and Senate Bill 1383, and mitigate pavement impacts from heavy collection trucks beginning July 1, 2025. This revenue will be included in the proposed Fiscal Year 2025-27 Biennial Operating Budget.

Attachments:

1. Proposed Solid Waste Rates Effective July 1, 2025
2. Proposition 218 Public Hearing Notice

Proposed Solid Waste Rates
Effective July 1, 2025

1. Residential Basic Level of Service (weekly collection service unless otherwise stated)

Note:

#	Description	Size	Collection Component (85% Labor and 15% Fuel)			Processing	Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per month
			Labor	Fuel	Collection							
1e	3-cart bundle - 35-gal MSW Organics - Compost	Bundle includes: One (1) MSW cart One (1) Organics cart Up to two (2) Recycling carts	12.23	2.16	14.39	2.48	2.05	2.10	0.55	0.11	0.45	22.13
	3-cart bundle - 65-gal MSW Organics - Compost		12.23	2.16	14.39	2.48	3.40	2.25	0.59	0.11	0.49	23.71
	3-cart bundle - 95-gal MSW Organics - Compost		12.23	2.16	14.39	2.48	4.52	2.38	0.62	0.12	0.51	25.02
1f	3-cart bundle - 35-gal MSW Organics - Anaerobic Digestion	Bundle includes: One (1) MSW cart One (1) Organics cart Up to two (2) Recycling carts	12.23	2.16	14.39	4.39	2.39	2.35	0.63	0.12	0.50	24.77
	3-cart bundle - 65-gal MSW Organics - Anaerobic Digestion		12.23	2.16	14.39	4.39	3.74	2.50	0.66	0.12	0.54	26.34
	3-cart bundle - 95-gal MSW Organics - Anaerobic Digestion		12.23	2.16	14.39	4.39	4.86	2.63	0.70	0.13	0.56	27.66
1a	Additional Organics - Compost	35-, 65-or 95-gallon, each	2.29	0.40	2.69	2.63	0.46	0.64	0.17	0.03	0.14	6.76
1b	Additional Organics - AD	35-, 65-or 95-gallon, each	2.29	0.40	2.69	4.54	0.80	0.89	0.25	0.04	0.19	9.40
1c	Additional Recycling	35-, 65-or 95-gallon, each	2.86	0.50	3.36	(0.15)	0.02	0.36	0.09	0.02	0.08	3.78
1d	Additional MSW	35-gallon	3.01	0.53	3.54	0.00	1.57	0.57	0.11	0.16	0.03	5.98
1d	Additional MSW	65-gallon	3.01	0.53	3.54	0.00	2.92	0.72	0.13	0.21	0.04	7.56
1d	Additional MSW	95-gallon	3.01	0.53	3.54	0.00	4.04	0.84	0.17	0.24	0.04	8.87
1g	Residential stable bedding	35-, 65- or 95-gallon, each	3.48	0.61	4.09	34.42	6.07	4.95	1.33	0.24	1.07	52.17
1g	Residential stable bedding	3-yd bin	12.43	2.19	14.62	137.67	24.29	19.63	5.25	0.95	4.23	206.64

Proposed Solid Waste Rates
Effective July 1, 2025

2. Commercial and Multi-Family Single-Material and Single-Stream Recyclables

Note: Food scraps will only be collected in 35-gal, 65-gal, 1-yard, 1.5 yard, and 2-yard containers. Food scraps will not be collected as part of split bin service.

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Clean MRF	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per month
			Labor	Fuel	Collection							
2a	35-gallon Cart	1 pick-up per week	25.90	4.57	30.48	1.96	0.35	3.64	3.14	0.65	2.74	42.96
		2 pick-up per week	34.82	6.14	40.96	3.92	0.69	5.06	4.36	0.91	3.81	59.72
		3 pick-up per week	39.79	7.02	46.81	5.89	1.04	5.97	5.14	1.07	4.50	70.41
		4 pick-up per week	48.08	8.48	56.56	7.85	1.38	7.31	6.29	1.31	5.51	86.22
		5 pick-up per week	55.95	9.87	65.83	9.81	1.73	8.60	7.40	1.54	6.47	101.38
		6 pick-up per week	63.41	11.19	74.60	11.77	2.08	9.83	8.46	1.76	7.40	115.91
2b	65-gallon Cart	1 pick-up per week	25.90	4.57	30.48	3.64	0.64	3.86	3.32	0.69	2.91	45.55
		2 pick-up per week	34.82	6.14	40.96	7.29	1.29	5.50	4.74	0.99	4.15	64.91
		3 pick-up per week	39.79	7.02	46.81	10.93	1.93	6.63	5.71	1.19	4.99	78.19
		4 pick-up per week	48.08	8.48	56.56	14.58	2.57	8.19	7.05	1.47	6.17	96.59
		5 pick-up per week	55.95	9.87	65.83	18.22	3.22	9.70	8.35	1.74	7.30	114.34
		6 pick-up per week	63.41	11.19	74.60	21.86	3.86	11.15	9.60	2.00	8.40	131.46
2c	95-gallon Cart	1 pick-up per week	25.90	4.57	30.48	5.33	0.94	4.08	3.51	0.73	3.07	48.14
		2 pick-up per week	34.82	6.14	40.96	10.65	1.88	5.94	5.12	1.07	4.48	70.09
		3 pick-up per week	39.79	7.02	46.81	15.98	2.82	7.29	6.27	1.31	5.49	85.97
		4 pick-up per week	48.08	8.48	56.56	21.30	3.76	9.07	7.81	1.63	6.83	106.96
		5 pick-up per week	55.95	9.87	65.83	26.63	4.70	10.79	9.29	1.94	8.13	127.31
		6 pick-up per week	63.41	11.19	74.60	31.95	5.64	12.47	10.73	2.24	9.39	147.02
2d	1 Cubic Yard Bin (standalone or half of 2-yard split bin)	1 pick-up per week	20.72	3.66	24.38	11.32	2.00	4.19	3.61	0.75	3.16	49.40
		2 pick-up per week	27.85	4.92	32.77	22.65	4.00	6.60	5.68	1.18	4.97	77.85
		3 pick-up per week	31.83	5.62	37.45	33.97	5.99	8.60	7.40	1.54	6.48	101.44
		4 pick-up per week	38.46	6.79	45.25	45.29	7.99	10.95	9.42	1.96	8.25	129.12
		5 pick-up per week	44.76	7.90	52.66	56.62	9.99	13.25	11.41	2.38	9.98	156.29
		6 pick-up per week	50.73	8.95	59.68	67.94	11.99	15.51	13.35	2.78	11.68	182.95
2e	1.5 Cubic Yard Bin (standalone or half of 3-yard split bin)	1 pick-up per week	20.72	3.66	24.38	16.99	3.00	4.93	4.24	0.88	3.71	58.13
		2 pick-up per week	27.85	4.92	32.77	33.97	5.99	8.08	6.96	1.45	6.09	95.31
		3 pick-up per week	31.83	5.62	37.45	50.96	8.99	10.82	9.32	1.94	8.15	127.63
		4 pick-up per week	38.46	6.79	45.25	67.94	11.99	13.91	11.97	2.49	10.48	164.03
		5 pick-up per week	44.76	7.90	52.66	84.93	14.99	16.95	14.59	3.04	12.77	199.93
		6 pick-up per week	50.73	8.95	59.68	101.91	17.98	19.95	17.18	3.58	15.03	235.32
2f	2 Cubic Yard Bin (standalone or half of 4-yard split bin)	1 pick-up per week	20.72	3.66	24.38	22.65	4.00	5.67	4.88	1.02	4.27	66.86
		2 pick-up per week	27.85	4.92	32.77	45.29	7.99	9.56	8.23	1.71	7.20	112.76
		3 pick-up per week	31.83	5.62	37.45	67.94	11.99	13.04	11.23	2.34	9.82	153.81
		4 pick-up per week	38.46	6.79	45.25	90.59	15.99	16.87	14.52	3.03	12.71	198.95
		5 pick-up per week	44.76	7.90	52.66	113.24	19.98	20.65	17.78	3.70	15.56	243.57
		6 pick-up per week	50.73	8.95	59.68	135.88	23.98	24.39	21.00	4.37	18.37	287.69

Proposed Solid Waste Rates
Effective July 1, 2025

2. Commercial and Multi-Family Single-Material and Single-Stream Recyclables - Continued

Note: Food scraps will only be collected in 35-gal, 65-gal, 1-yard, 1.5 yard, and 2-yard containers. Food scraps will not be collected as part of split bin service.

#	Size	Frequency of Collection	(85% Labor and 15% Fuel)			Processing: Clean MRF	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per month
			Labor	Fuel	Collection							
2g	3 Cubic Yard Bin	1 pick-up per week	26.64	4.70	31.35	33.97	5.99	7.92	6.82	1.42	5.97	93.45
		2 pick-up per week	35.81	6.32	42.13	67.94	11.99	13.56	11.67	2.43	10.21	159.95
		3 pick-up per week	40.93	7.22	48.15	101.91	17.98	18.67	16.07	3.35	14.06	220.20
		4 pick-up per week	49.45	8.73	58.18	135.88	23.98	24.23	20.85	4.34	18.25	285.72
		5 pick-up per week	57.55	10.16	67.71	169.86	29.97	29.73	25.59	5.33	22.39	350.57
		6 pick-up per week	65.23	11.51	76.74	203.83	35.97	35.17	30.27	6.31	26.49	414.77
2h	4 Cubic Yard Bin	1 pick-up per week	35.53	6.27	41.80	45.29	7.99	10.56	9.09	1.89	7.96	124.59
		2 pick-up per week	47.75	8.43	56.17	90.59	15.99	18.08	15.57	3.24	13.62	213.26
		3 pick-up per week	54.57	9.63	64.20	135.88	23.98	24.90	21.43	4.46	18.75	293.60
		4 pick-up per week	65.94	11.64	77.57	181.18	31.97	32.30	27.81	5.79	24.33	380.95
		5 pick-up per week	76.74	13.54	90.28	226.47	39.97	39.64	34.12	7.11	29.85	467.43
		6 pick-up per week	86.97	15.35	102.32	271.77	47.96	46.89	40.36	8.41	35.32	553.03
2i	6 Cubic Yard Bin	1 pick-up per week	53.29	9.40	62.69	67.94	11.99	15.85	13.64	2.84	11.94	186.89
		2 pick-up per week	71.62	12.64	84.26	135.88	23.98	27.12	23.35	4.86	20.43	319.89
		3 pick-up per week	81.85	14.44	96.30	203.83	35.97	37.34	32.14	6.70	28.13	440.40
		4 pick-up per week	98.90	17.45	116.36	271.77	47.96	48.45	41.71	8.69	36.49	571.43
		5 pick-up per week	115.10	20.31	135.42	339.71	59.95	59.45	51.18	10.66	44.78	701.14
		6 pick-up per week	130.45	23.02	153.47	407.65	71.94	70.34	60.55	12.61	52.98	829.54

Proposed Solid Waste Rates
Effective July 1, 2025

3. Commercial and Multi-Family Source-separated Food Scraps

Note: Food scraps will only be collected in 35-gal, 65-gal, 1-yard, 1.5 yard, and 2-yard containers. Food scraps will not be collected as part of split bin service.

#	Description	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per month
			Labor	Fuel	Collection							
3a	35-gallon Cart	1 pick-up per week	25.90	4.57	30.48	1.96	0.35	3.64	3.14	0.65	2.74	42.96
		2 pick-up per week	34.82	6.14	40.96	3.92	0.69	5.06	4.36	0.91	3.81	59.72
		3 pick-up per week	39.79	7.02	46.81	5.89	1.04	5.97	5.14	1.07	4.50	70.41
		4 pick-up per week	48.08	8.48	56.56	7.85	1.38	7.31	6.29	1.31	5.51	86.22
		5 pick-up per week	55.95	9.87	65.83	9.81	1.73	8.60	7.40	1.54	6.47	101.38
		6 pick-up per week	63.41	11.19	74.60	11.77	2.08	9.83	8.46	1.76	7.40	115.91
3b	65-gallon Cart	1 pick-up per week	25.90	4.57	30.48	3.64	0.64	3.86	3.32	0.69	2.91	45.55
		2 pick-up per week	34.82	6.14	40.96	7.29	1.29	5.50	4.74	0.99	4.15	64.91
		3 pick-up per week	39.79	7.02	46.81	10.93	1.93	6.63	5.71	1.19	4.99	78.19
		4 pick-up per week	48.08	8.48	56.56	14.58	2.57	8.19	7.05	1.47	6.17	96.59
		5 pick-up per week	55.95	9.87	65.83	18.22	3.22	9.70	8.35	1.74	7.30	114.34
		6 pick-up per week	63.41	11.19	74.60	21.86	3.86	11.15	9.60	2.00	8.40	131.46
3c	1 Cubic Yard Bin	1 pick-up per week	25.90	4.57	30.48	5.33	0.94	4.08	3.51	0.73	3.07	48.14
		2 pick-up per week	34.82	6.14	40.96	10.65	1.88	5.94	5.12	1.07	4.48	70.09
		3 pick-up per week	39.79	7.02	46.81	15.98	2.82	7.29	6.27	1.31	5.49	85.97
		4 pick-up per week	48.08	8.48	56.56	21.30	3.76	9.07	7.81	1.63	6.83	106.96
		5 pick-up per week	55.95	9.87	65.83	26.63	4.70	10.79	9.29	1.94	8.13	127.31
		6 pick-up per week	63.41	11.19	74.60	31.95	5.64	12.47	10.73	2.24	9.39	147.02
3d	1.5 Cubic Yard Bin	1 pick-up per week	20.72	3.66	24.38	11.32	2.00	4.19	3.61	0.75	3.16	49.40
		2 pick-up per week	27.85	4.92	32.77	22.65	4.00	6.60	5.68	1.18	4.97	77.85
		3 pick-up per week	31.83	5.62	37.45	33.97	5.99	8.60	7.40	1.54	6.48	101.44
		4 pick-up per week	38.46	6.79	45.25	45.29	7.99	10.95	9.42	1.96	8.25	129.12
		5 pick-up per week	44.76	7.90	52.66	56.62	9.99	13.25	11.41	2.38	9.98	156.29
		6 pick-up per week	50.73	8.95	59.68	67.94	11.99	15.51	13.35	2.78	11.68	182.95
3e	2 Cubic Yard Bin	1 pick-up per week	20.72	3.66	24.38	16.99	3.00	4.93	4.24	0.88	3.71	58.13
		2 pick-up per week	27.85	4.92	32.77	33.97	5.99	8.08	6.96	1.45	6.09	95.31
		3 pick-up per week	31.83	5.62	37.45	50.96	8.99	10.82	9.32	1.94	8.15	127.63
		4 pick-up per week	38.46	6.79	45.25	67.94	11.99	13.91	11.97	2.49	10.48	164.03
		5 pick-up per week	44.76	7.90	52.66	84.93	14.99	16.95	14.59	3.04	12.77	199.93
		6 pick-up per week	50.73	8.95	59.68	101.91	17.98	19.95	17.18	3.58	15.03	235.32

Proposed Solid Waste Rates
Effective July 1, 2025

4. Commercial and Multi-Family Source-separated Yard Trimmings

*Note: Yard Trimmings will only be collected in 35-gal, 65-gal, 1-yard, 1.5 yard, and 2-yard containers. Food scraps will **not** be collected as part of split bin service.*

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per month
			Labor	Fuel	Collection							
4a	35-gallon Cart	1 pick-up per week	25.90	4.57	30.48	1.96	0.35	3.64	3.14	0.65	2.74	42.96
		2 pick-up per week	34.82	6.14	40.96	3.92	0.69	5.06	4.36	0.91	3.81	59.72
		3 pick-up per week	39.79	7.02	46.81	5.89	1.04	5.97	5.14	1.07	4.50	70.41
		4 pick-up per week	48.08	8.48	56.56	7.85	1.38	7.31	6.29	1.31	5.51	86.22
		5 pick-up per week	55.95	9.87	65.83	9.81	1.73	8.60	7.40	1.54	6.47	101.38
		6 pick-up per week	63.41	11.19	74.60	11.77	2.08	9.83	8.46	1.76	7.40	115.91
4b	65-gallon Cart	1 pick-up per week	25.90	4.57	30.48	3.64	0.64	3.86	3.32	0.69	2.91	45.55
		2 pick-up per week	34.82	6.14	40.96	7.29	1.29	5.50	4.74	0.99	4.15	64.91
		3 pick-up per week	39.79	7.02	46.81	10.93	1.93	6.63	5.71	1.19	4.99	78.19
		4 pick-up per week	48.08	8.48	56.56	14.58	2.57	8.19	7.05	1.47	6.17	96.59
		5 pick-up per week	55.95	9.87	65.83	18.22	3.22	9.70	8.35	1.74	7.30	114.34
		6 pick-up per week	63.41	11.19	74.60	21.86	3.86	11.15	9.60	2.00	8.40	131.46
4c	1 Cubic Yard Bin	1 pick-up per week	25.90	4.57	30.48	5.33	0.94	4.08	3.51	0.73	3.07	48.14
		2 pick-up per week	34.82	6.14	40.96	10.65	1.88	5.94	5.12	1.07	4.48	70.09
		3 pick-up per week	39.79	7.02	46.81	15.98	2.82	7.29	6.27	1.31	5.49	85.97
		4 pick-up per week	48.08	8.48	56.56	21.30	3.76	9.07	7.81	1.63	6.83	106.96
		5 pick-up per week	55.95	9.87	65.83	26.63	4.70	10.79	9.29	1.94	8.13	127.31
		6 pick-up per week	63.41	11.19	74.60	31.95	5.64	12.47	10.73	2.24	9.39	147.02
4d	1.5 Cubic Yard Bin	1 pick-up per week	20.72	3.66	24.38	11.32	2.00	4.19	3.61	0.75	3.16	49.40
		2 pick-up per week	27.85	4.92	32.77	22.65	4.00	6.60	5.68	1.18	4.97	77.85
		3 pick-up per week	31.83	5.62	37.45	33.97	5.99	8.60	7.40	1.54	6.48	101.44
		4 pick-up per week	38.46	6.79	45.25	45.29	7.99	10.95	9.42	1.96	8.25	129.12
		5 pick-up per week	44.76	7.90	52.66	56.62	9.99	13.25	11.41	2.38	9.98	156.29
		6 pick-up per week	50.73	8.95	59.68	67.94	11.99	15.51	13.35	2.78	11.68	182.95
4e	2 Cubic Yard Bin	1 pick-up per week	20.72	3.66	24.38	16.99	3.00	4.93	4.24	0.88	3.71	58.13
		2 pick-up per week	27.85	4.92	32.77	33.97	5.99	8.08	6.96	1.45	6.09	95.31
		3 pick-up per week	31.83	5.62	37.45	50.96	8.99	10.82	9.32	1.94	8.15	127.63
		4 pick-up per week	38.46	6.79	45.25	67.94	11.99	13.91	11.97	2.49	10.48	164.03
		5 pick-up per week	44.76	7.90	52.66	84.93	14.99	16.95	14.59	3.04	12.77	199.93
		6 pick-up per week	50.73	8.95	59.68	101.91	17.98	19.95	17.18	3.58	15.03	235.32
4f	3 Cubic Yard Bin	1 pick-up per week	26.64	4.70	31.35	33.97	5.99	7.92	6.82	1.42	5.97	93.45
		2 pick-up per week	35.81	6.32	42.13	67.94	11.99	13.56	11.67	2.43	10.21	159.95
		3 pick-up per week	40.93	7.22	48.15	101.91	17.98	18.67	16.07	3.35	14.06	220.20
		4 pick-up per week	49.45	8.73	58.18	135.88	23.98	24.23	20.85	4.34	18.25	285.72
		5 pick-up per week	57.55	10.16	67.71	169.86	29.97	29.73	25.59	5.33	22.39	350.57
		6 pick-up per week	65.23	11.51	76.74	203.83	35.97	35.17	30.27	6.31	26.49	414.77
4g	4 Cubic Yard Bin	1 pick-up per week	35.53	6.27	41.80	45.29	7.99	10.56	9.09	1.89	7.96	124.59
		2 pick-up per week	47.75	8.43	56.17	90.59	15.99	18.08	15.57	3.24	13.62	213.26
		3 pick-up per week	54.57	9.63	64.20	135.88	23.98	24.90	21.43	4.46	18.75	293.60
		4 pick-up per week	65.94	11.64	77.57	181.18	31.97	32.30	27.81	5.79	24.33	380.95
		5 pick-up per week	76.74	13.54	90.28	226.47	39.97	39.64	34.12	7.11	29.85	467.43
		6 pick-up per week	86.97	15.35	102.32	271.77	47.96	46.89	40.36	8.41	35.32	553.03

Proposed Solid Waste Rates
Effective July 1, 2025

5. Commercial and Multi-Family Co-collected Food Scraps and Yard Trimmings and Stable Bedding and Manure

Note: Co-collected Food Scraps and Yard Trimmings will only be collected in 35-gal, 65-gal, 1-yard, 1.5 yard, and 2-yard containers. Co-collected Food Scraps and Yard Trimmings will not be collected as part of split bin service.

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per month
			Labor	Fuel	Collection							
5a	35-gallon Cart	1 pick-up per week	25.90	4.57	30.48	1.96	0.35	3.64	3.14	0.65	2.74	42.96
		2 pick-up per week	34.82	6.14	40.96	3.92	0.69	5.06	4.36	0.91	3.81	59.72
		3 pick-up per week	39.79	7.02	46.81	5.89	1.04	5.97	5.14	1.07	4.50	70.41
		4 pick-up per week	48.08	8.48	56.56	7.85	1.38	7.31	6.29	1.31	5.51	86.22
		5 pick-up per week	55.95	9.87	65.83	9.81	1.73	8.60	7.40	1.54	6.47	101.38
		6 pick-up per week	63.41	11.19	74.60	11.77	2.08	9.83	8.46	1.76	7.40	115.91
5b	65-gallon Cart	1 pick-up per week	25.90	4.57	30.48	3.64	0.64	3.86	3.32	0.69	2.91	45.55
		2 pick-up per week	34.82	6.14	40.96	7.29	1.29	5.50	4.74	0.99	4.15	64.91
		3 pick-up per week	39.79	7.02	46.81	10.93	1.93	6.63	5.71	1.19	4.99	78.19
		4 pick-up per week	48.08	8.48	56.56	14.58	2.57	8.19	7.05	1.47	6.17	96.59
		5 pick-up per week	55.95	9.87	65.83	18.22	3.22	9.70	8.35	1.74	7.30	114.34
		6 pick-up per week	63.41	11.19	74.60	21.86	3.86	11.15	9.60	2.00	8.40	131.46
5c	1 Cubic Yard Bin	1 pick-up per week	25.90	4.57	30.48	5.33	0.94	4.08	3.51	0.73	3.07	48.14
		2 pick-up per week	34.82	6.14	40.96	10.65	1.88	5.94	5.12	1.07	4.48	70.09
		3 pick-up per week	39.79	7.02	46.81	15.98	2.82	7.29	6.27	1.31	5.49	85.97
		4 pick-up per week	48.08	8.48	56.56	21.30	3.76	9.07	7.81	1.63	6.83	106.96
		5 pick-up per week	55.95	9.87	65.83	26.63	4.70	10.79	9.29	1.94	8.13	127.31
		6 pick-up per week	63.41	11.19	74.60	31.95	5.64	12.47	10.73	2.24	9.39	147.02
5d	1.5 Cubic Yard Bin	1 pick-up per week	20.72	3.66	24.38	11.32	2.00	4.19	3.61	0.75	3.16	49.40
		2 pick-up per week	27.85	4.92	32.77	22.65	4.00	6.60	5.68	1.18	4.97	77.85
		3 pick-up per week	31.83	5.62	37.45	33.97	5.99	8.60	7.40	1.54	6.48	101.44
		4 pick-up per week	38.46	6.79	45.25	45.29	7.99	10.95	9.42	1.96	8.25	129.12
		5 pick-up per week	44.76	7.90	52.66	56.62	9.99	13.25	11.41	2.38	9.98	156.29
		6 pick-up per week	50.73	8.95	59.68	67.94	11.99	15.51	13.35	2.78	11.68	182.95
5e	2 Cubic Yard Bin	1 pick-up per week	20.72	3.66	24.38	16.99	3.00	4.93	4.24	0.88	3.71	58.13
		2 pick-up per week	27.85	4.92	32.77	33.97	5.99	8.08	6.96	1.45	6.09	95.31
		3 pick-up per week	31.83	5.62	37.45	50.96	8.99	10.82	9.32	1.94	8.15	127.63
		4 pick-up per week	38.46	6.79	45.25	67.94	11.99	13.91	11.97	2.49	10.48	164.03
		5 pick-up per week	44.76	7.90	52.66	84.93	14.99	16.95	14.59	3.04	12.77	199.93
		6 pick-up per week	50.73	8.95	59.68	101.91	17.98	19.95	17.18	3.58	15.03	235.32

Proposed Solid Waste Rates
Effective July 1, 2025

6. Commercial and Multi-Family MSW Route Service - MSW Hauled directly to the landfill

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Disposal	Non-Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost Component	Total Rate per month
			Labor	Fuel	Collection						
6a	35-gallon Cart	1 pick-up per week	51.81	9.14	60.95	4.62	7.29	6.27	1.31	5.49	85.92
		2 pick-up per week	69.63	12.29	81.92	9.23	10.13	8.72	1.82	7.63	119.44
		3 pick-up per week	79.58	14.04	93.62	13.85	11.94	10.28	2.14	8.99	140.83
		4 pick-up per week	96.16	16.97	113.13	18.47	14.62	12.59	2.62	11.01	172.43
		5 pick-up per week	111.91	19.75	131.66	23.08	17.19	14.80	3.08	12.95	202.76
		6 pick-up per week	126.83	22.38	149.21	27.70	19.66	16.92	3.52	14.80	231.81
6b	65-gallon Cart	1 pick-up per week	51.81	9.14	60.95	8.57	7.73	6.65	1.39	5.82	91.10
		2 pick-up per week	69.63	12.29	81.92	17.15	11.01	9.47	1.97	8.29	129.81
		3 pick-up per week	79.58	14.04	93.62	25.72	13.26	11.41	2.38	9.99	156.38
		4 pick-up per week	96.16	16.97	113.13	34.29	16.38	14.10	2.94	12.34	193.17
		5 pick-up per week	111.91	19.75	131.66	42.87	19.39	16.69	3.48	14.61	228.69
		6 pick-up per week	126.83	22.38	149.21	51.44	22.29	19.19	4.00	16.79	262.93
6c	95-gallon Cart	1 pick-up per week	51.81	9.14	60.95	12.53	8.16	7.03	1.46	6.15	96.29
		2 pick-up per week	69.63	12.29	81.92	25.06	11.89	10.23	2.13	8.95	140.18
		3 pick-up per week	79.58	14.04	93.62	37.59	14.58	12.55	2.61	10.98	171.94
		4 pick-up per week	96.16	16.97	113.13	50.12	18.14	15.61	3.25	13.66	213.91
		5 pick-up per week	111.91	19.75	131.66	62.65	21.59	18.58	3.87	16.26	254.61
		6 pick-up per week	126.83	22.38	149.21	75.18	24.93	21.46	4.47	18.78	294.04
6d	1 Cubic Yard Bin (standalone or half of 2-yard split bin)	1 pick-up per week	41.45	7.31	48.76	26.64	8.38	7.21	1.50	6.31	98.81
		2 pick-up per week	55.70	9.83	65.54	53.29	13.20	11.36	2.37	9.94	155.70
		3 pick-up per week	63.66	11.23	74.90	79.93	17.20	14.81	3.09	12.96	202.88
		4 pick-up per week	76.93	13.58	90.50	106.58	21.90	18.85	3.93	16.49	258.24
		5 pick-up per week	89.53	15.80	105.32	133.22	26.50	22.81	4.75	19.96	312.58
		6 pick-up per week	101.46	17.91	119.37	159.86	31.03	26.71	5.56	23.37	365.89
6e	1.5 Cubic Yard Bin (standalone or half of 3-yard split bin)	1 pick-up per week	41.45	7.31	48.76	39.97	9.86	8.49	1.77	7.43	116.26
		2 pick-up per week	55.70	9.83	65.54	79.93	16.16	13.91	2.90	12.17	190.61
		3 pick-up per week	63.66	11.23	74.90	119.90	21.64	18.63	3.88	16.30	255.25
		4 pick-up per week	76.93	13.58	90.50	159.86	27.82	23.95	4.99	20.95	328.07
		5 pick-up per week	89.53	15.80	105.32	199.83	33.91	29.19	6.08	25.54	399.86
		6 pick-up per week	101.46	17.91	119.37	239.80	39.91	34.35	7.16	30.06	470.63
6f	2 Cubic Yard Bin (standalone or half of 4-yard split bin)	1 pick-up per week	41.45	7.31	48.76	53.29	11.34	9.76	2.03	8.54	133.72
		2 pick-up per week	55.70	9.83	65.54	106.58	19.12	16.46	3.43	14.40	225.53
		3 pick-up per week	63.66	11.23	74.90	159.86	26.08	22.45	4.68	19.65	307.62
		4 pick-up per week	76.93	13.58	90.50	213.15	33.74	29.04	6.05	25.41	397.90
		5 pick-up per week	89.53	15.80	105.32	266.44	41.31	35.56	7.41	31.11	487.15
		6 pick-up per week	101.46	17.91	119.37	319.73	48.79	42.00	8.75	36.75	575.37
6g	3 Cubic Yard Bin	1 pick-up per week	53.29	9.40	62.69	79.93	15.85	13.64	2.84	11.94	186.89
		2 pick-up per week	71.62	12.64	84.26	159.86	27.12	23.35	4.86	20.43	319.89
		3 pick-up per week	81.85	14.44	96.30	239.80	37.34	32.14	6.70	28.13	440.40
		4 pick-up per week	98.90	17.45	116.36	319.73	48.45	41.71	8.69	36.49	571.43
		5 pick-up per week	115.10	20.31	135.42	399.66	59.45	51.18	10.66	44.78	701.14
		6 pick-up per week	130.45	23.02	153.47	479.59	70.34	60.55	12.61	52.98	829.54

Proposed Solid Waste Rates
Effective July 1, 2025

6. Commercial and Multi-Family MSW Route Service - MSW Hauled directly to the landfill - Continued

#	Size	Frequency of Collection	Collection Component			Disposal	Non-Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost Component	Total Rate per month
			Labor	Fuel	Collection						
6h	4 Cubic Yard Bin	1 pick-up per week	71.05	12.54	83.59	106.58	21.13	18.19	3.79	15.91	249.19
		2 pick-up per week	95.49	16.85	112.35	213.15	36.17	31.13	6.49	27.24	426.52
		3 pick-up per week	109.14	19.26	128.40	319.73	49.79	42.86	8.93	37.50	587.20
		4 pick-up per week	131.87	23.27	155.14	426.30	64.61	55.61	11.59	48.66	761.91
		5 pick-up per week	153.47	27.08	180.56	532.88	79.27	68.23	14.22	59.70	934.86
		6 pick-up per week	173.94	30.69	204.63	639.45	93.79	80.73	16.82	70.64	1,106.06
6i	6 Cubic Yard Bin	1 pick-up per week	106.58	18.81	125.39	159.86	31.69	27.28	5.68	23.87	373.78
		2 pick-up per week	143.24	25.28	168.52	319.73	54.25	46.70	9.73	40.86	639.78
		3 pick-up per week	163.70	28.89	192.59	479.59	74.69	64.29	13.39	56.25	880.81
		4 pick-up per week	197.81	34.91	232.72	639.45	96.91	83.42	17.38	72.99	1,142.86
		5 pick-up per week	230.21	40.63	270.83	799.32	118.91	102.35	21.32	89.56	1,402.29
		6 pick-up per week	260.90	46.04	306.95	959.18	140.68	121.09	25.23	105.96	1,659.09

7. Permanent Compactor and Roll-Off Box Single-Material Recycling Service or Single-stream Recycling Service

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Clean MRF	Residual Disposal	Non-Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
7a	3-yard Compactor	On-call or scheduled service	46.63	8.23	54.86	135.11	23.84	13.87	19.60	4.08	17.15	268.51
7b	4-yard Compactor	On-call or scheduled service	62.17	10.97	73.14	180.15	31.79	18.49	26.13	5.44	22.86	358.01
7c	6-yard Compactor	On-call or scheduled service	93.26	16.46	109.71	270.22	47.69	27.73	39.20	8.17	34.30	537.01
7d	10-yard compactor	On-call or scheduled service	164.59	24.58	189.17	446.25	78.75	16.55	62.90	13.10	55.04	861.75
7e	20-yard compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
7f	25-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
7g	30-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
7h	40-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
7i	10-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	446.25	78.75	16.55	59.44	12.38	52.01	814.33
7j	20-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31
7k	25-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31
7l	30-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31
7m	40-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31

Proposed Solid Waste Rates
Effective July 1, 2025

8. Permanent Compactor and Roll-Off Box - Source Separated Food Scraps

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
8a	3-yard Compactor	On-call or scheduled service	46.63	8.23	54.86	304.45	53.73	13.87	36.75	7.66	32.15	503.46
8b	4-yard Compactor	On-call or scheduled service	62.17	10.97	73.14	405.94	71.64	18.49	49.00	10.21	42.87	671.28
8c	6-yard Compactor	On-call or scheduled service	93.26	16.46	109.71	608.90	107.45	27.73	73.49	15.31	64.31	1,006.91
8d	10-yard compactor	On-call or scheduled service	164.59	24.58	189.17	1,005.55	177.45	16.55	119.54	24.90	104.59	1,637.75
8e	20-yard compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
8f	25-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
8g	30-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
8h	40-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
8i	10-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	1,005.55	177.45	16.55	116.08	24.18	101.57	1,590.32
8j	20-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22
8k	25-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22
8l	30-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22
8m	40-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22

Proposed Solid Waste Rates
Effective July 1, 2025

9. Permanent Compactor and Roll-Off Box - Source Separated Yard Trimmings

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
9a	3-yard Compactor	On-call or scheduled service	46.63	8.23	54.86	135.11	23.84	13.87	19.60	4.08	17.15	268.51
9b	4-yard Compactor	On-call or scheduled service	62.17	10.97	73.14	180.15	31.79	18.49	26.13	5.44	22.86	358.01
9c	6-yard Compactor	On-call or scheduled service	93.26	16.46	109.71	270.22	47.69	27.73	39.20	8.17	34.30	537.01
9d	10-yard compactor	On-call or scheduled service	164.59	24.58	189.17	446.25	78.75	16.55	62.90	13.10	55.04	861.75
9e	20-yard compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
9f	25-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
9g	30-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
9h	40-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	346.81	61.20	16.55	52.83	11.01	46.22	723.78
9i	10-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	446.25	78.75	16.55	59.44	12.38	52.01	814.33
9j	20-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31
9k	25-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31
9l	30-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31
9m	40-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	266.77	47.08	16.55	41.26	8.60	36.10	565.31

Proposed Solid Waste Rates
Effective July 1, 2025

10. Permanent Compactor and Roll-Off Box - Co-collected Food Scraps and Yard Trimmings

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
10a	3-yard Compactor	On-call or scheduled service	46.63	8.23	54.86	304.45	53.73	13.87	36.75	7.66	32.15	503.46
10b	4-yard Compactor	On-call or scheduled service	62.17	10.97	73.14	405.94	71.64	18.49	49.00	10.21	42.87	671.28
10c	6-yard Compactor	On-call or scheduled service	93.26	16.46	109.71	608.90	107.45	27.73	73.49	15.31	64.31	1,006.91
10d	10-yard compactor	On-call or scheduled service	164.59	24.58	189.17	1,005.55	177.45	16.55	119.54	24.90	104.59	1,637.75
10e	20-yard compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
10f	25-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
10g	30-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
10h	40-yard Compactor	On-call or scheduled service	164.59	24.58	189.17	781.47	137.91	16.55	96.85	20.18	84.74	1,326.86
10i	10-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	1,005.55	177.45	16.55	116.08	24.18	101.57	1,590.32
10j	20-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22
10k	25-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22
10l	30-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22
10m	40-yard Roll-off Box	On-call or scheduled service	126.61	22.34	148.95	601.13	106.08	16.55	75.12	15.65	65.73	1,029.22

Proposed Solid Waste Rates
Effective July 1, 2025

11. Permanent Compactor and Roll-Off Box - MSW Direct-hauled to the Landfill Service

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection						
11a	3-yard Compactor	On-call or scheduled service	93.26	16.46	109.71	139.88	27.73	23.87	4.97	20.89	327.06
11b	4-yard Compactor	On-call or scheduled service	124.34	21.94	146.28	186.51	36.98	31.83	6.63	27.85	436.08
11c	6-yard Compactor	On-call or scheduled service	186.51	32.91	219.43	279.76	55.47	47.74	9.95	41.78	654.12
11d	10-yard compactor	On-call or scheduled service	329.18	49.15	378.33	462.00	33.10	75.18	15.66	65.78	1,030.06
11e	20-yard compactor	On-call or scheduled service	329.18	49.15	378.33	359.05	33.10	66.32	13.82	58.03	908.65
11f	25-yard Compactor	On-call or scheduled service	329.18	49.15	378.33	359.05	33.10	66.32	13.82	58.03	908.65
11g	30-yard Compactor	On-call or scheduled service	329.18	49.15	378.33	359.05	33.10	66.32	13.82	58.03	908.65
11h	40-yard Compactor	On-call or scheduled service	329.18	49.15	378.33	359.05	33.10	66.32	13.82	58.03	908.65
11i	10-yard Roll-off Box	On-call or scheduled service	253.22	44.69	297.90	462.00	33.10	68.26	14.22	59.73	935.21
11j	20-yard Roll-off Box	On-call or scheduled service	253.22	44.69	297.90	276.19	33.10	52.27	10.89	45.73	716.08
11k	25-yard Roll-off Box	On-call or scheduled service	253.22	44.69	297.90	276.19	33.10	52.27	10.89	45.73	716.08
11l	30-yard Roll-off Box	On-call or scheduled service	253.22	44.69	297.90	276.19	33.10	52.27	10.89	45.73	716.08
11m	40-yard Roll-off Box	On-call or scheduled service	253.22	44.69	297.90	276.19	33.10	52.27	10.89	45.73	716.08

Proposed Solid Waste Rates
Effective July 1, 2025

12. Temporary Bin and Roll-Off Bin Divertible Service - Single-Material Recyclables and Single-Stream Recyclables

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Clean MRF	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
12a	2-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
12b	3-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
12c	4-yard Bin	Same day service	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekly (i.e. Mon - following Mon)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekend (Sat or Sun)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
12d	6-yard Bin	Same day service	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekly (i.e. Mon - following Mon)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekend (Sat or Sun)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
12e	10-yard Roll-off	Same day service	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekend (Sat or Sun)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
12f	20-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
12g	25-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
12h	30-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
12i	40-yard Roll-off	Same day service	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekend (Sat or Sun)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64

Proposed Solid Waste Rates
Effective July 1, 2025

13. Temporary Bin and Roll-Off Bin Divertible Service - Source-separated Food Scraps

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
13a	2-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
13b	3-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
13c	4-yard Bin	Same day service	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekly (i.e. Mon - following Mon)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekend (Sat or Sun)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
13d	6-yard Bin	Same day service	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekly (i.e. Mon - following Mon)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekend (Sat or Sun)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
13e	10-yard Roll-off	Same day service	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekend (Sat or Sun)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
13f	20-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
13g	25-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
13h	30-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
13i	40-yard Roll-off	Same day service	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekend (Sat or Sun)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64

Proposed Solid Waste Rates
Effective July 1, 2025

14. Temporary Bin and Roll-Off Bin Divertible Service - Source-separated Yard Trimmings

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
14a	2-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
14b	3-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
14c	4-yard Bin	Same day service	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekly (i.e. Mon - following Mon)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekend (Sat or Sun)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
14d	6-yard Bin	Same day service	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekly (i.e. Mon - following Mon)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekend (Sat or Sun)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
14e	10-yard Roll-off	Same day service	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekend (Sat or Sun)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
14f	20-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
14g	25-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
14h	30-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
14i	40-yard Roll-off	Same day service	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekend (Sat or Sun)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64

Proposed Solid Waste Rates
Effective July 1, 2025

15. Temporary Bin and Roll-Off Bin Divertible Service - Co-collected Food Scraps and Yard Trimmings

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
15a	2-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
15b	3-yard Bin	Same day service	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekly (i.e. Mon - following Mon)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
		Weekend (Sat or Sun)	68.40	12.07	80.48	8.29	1.46	7.28	8.39	1.75	7.34	114.98
15c	4-yard Bin	Same day service	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekly (i.e. Mon - following Mon)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
		Weekend (Sat or Sun)	70.17	12.38	82.55	11.05	1.95	6.95	8.82	1.84	7.72	120.88
15d	6-yard Bin	Same day service	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekly (i.e. Mon - following Mon)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
		Weekend (Sat or Sun)	73.70	13.01	86.70	16.58	2.93	6.30	9.68	2.02	8.47	132.67
15e	10-yard Roll-off	Same day service	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
		Weekend (Sat or Sun)	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
15f	20-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
15g	25-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
15h	30-yard Roll-off	Same day service	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
		Weekend (Sat or Sun)	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
15i	40-yard Roll-off	Same day service	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekly (i.e. Mon - following Mon)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
		Weekend (Sat or Sun)	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64

Proposed Solid Waste Rates
Effective July 1, 2025

16. Temporary Bin and Roll-Off Box Service - Including 2, 3, 4, and 6 yard Bin Service - Mixed C&D Processing

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Mixed C&D	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
16a	2-yard Bin	Same day service	110.16	19.44	129.60	54.00	6.00	17.10	17.79	3.71	15.57	243.77
		Weekly (i.e. Mon - following Mon)	110.16	19.44	129.60	54.00	6.00	17.10	17.79	3.71	15.57	243.77
		Weekend (Sat or Sun)	110.16	19.44	129.60	54.00	6.00	17.10	17.79	3.71	15.57	243.77
16b	3-yard Bin	Same day service	110.16	19.44	129.60	81.00	9.00	14.40	20.14	4.20	17.62	275.96
		Weekly (i.e. Mon - following Mon)	110.16	19.44	129.60	81.00	9.00	14.40	20.14	4.20	17.62	275.96
		Weekend (Sat or Sun)	110.16	19.44	129.60	81.00	9.00	14.40	20.14	4.20	17.62	275.96
16c	4-yard Bin	Same day service	110.16	19.44	129.60	108.00	12.00	11.70	22.49	4.69	19.68	308.16
		Weekly (i.e. Mon - following Mon)	110.16	19.44	129.60	108.00	12.00	11.70	22.49	4.69	19.68	308.16
		Weekend (Sat or Sun)	110.16	19.44	129.60	108.00	12.00	11.70	22.49	4.69	19.68	308.16
16d	6-yard Bin	Same day service	110.16	19.44	129.60	162.00	18.00	6.30	27.19	5.66	23.79	372.55
		Weekly (i.e. Mon - following Mon)	110.16	19.44	129.60	162.00	18.00	6.30	27.19	5.66	23.79	372.55
		Weekend (Sat or Sun)	110.16	19.44	129.60	162.00	18.00	6.30	27.19	5.66	23.79	372.55
16e	10-yard Roll-off	Same day service	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekend (Sat or Sun)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
16f	20-yard Roll-off	Same day service	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekend (Sat or Sun)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
16g	25-yard Roll-off	Same day service	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekend (Sat or Sun)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
16h	30-yard Roll-off	Same day service	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekend (Sat or Sun)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
16i	40-yard Roll-off	Same day service	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63
		Weekend (Sat or Sun)	213.44	37.67	251.10	540.00	60.00	27.90	75.66	15.76	66.20	1,036.63

Proposed Solid Waste Rates
Effective July 1, 2025

17. Temporary Bin & Roll Off Box Service - Including 2, 3, 4, and 6 yard Bin Service - Direct to Landfill Service

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Disposal	Non-Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection						
17a	2-yard Bin	Same day service	136.81	24.14	160.95	19.50	14.55	16.79	3.50	14.69	229.97
		Weekly (i.e. Mon - following Mon)	136.81	24.14	160.95	19.50	14.55	16.79	3.50	14.69	229.97
		Weekend (Sat or Sun)	136.81	24.14	160.95	19.50	14.55	16.79	3.50	14.69	229.97
17b	3-yard Bin	Same day service	136.81	24.14	160.95	19.50	14.55	16.79	3.50	14.69	229.97
		Weekly (i.e. Mon - following Mon)	136.81	24.14	160.95	19.50	14.55	16.79	3.50	14.69	229.97
		Weekend (Sat or Sun)	136.81	24.14	160.95	19.50	14.55	16.79	3.50	14.69	229.97
17c	4-yard Bin	Same day service	140.34	24.77	165.10	26.00	13.90	17.65	3.68	15.44	241.76
		Weekly (i.e. Mon - following Mon)	140.34	24.77	165.10	26.00	13.90	17.65	3.68	15.44	241.76
		Weekend (Sat or Sun)	140.34	24.77	165.10	26.00	13.90	17.65	3.68	15.44	241.76
17d	6-yard Bin	Same day service	147.39	26.01	173.40	39.00	12.60	19.37	4.03	16.95	265.35
		Weekly (i.e. Mon - following Mon)	147.39	26.01	173.40	39.00	12.60	19.37	4.03	16.95	265.35
		Weekend (Sat or Sun)	147.39	26.01	173.40	39.00	12.60	19.37	4.03	16.95	265.35
17e	10-yard Roll-off	Same day service	213.44	37.67	251.10	600.00	27.90	75.66	15.76	66.20	1,036.63
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	600.00	27.90	75.66	15.76	66.20	1,036.63
		Weekend (Sat or Sun)	213.44	37.67	251.10	600.00	27.90	75.66	15.76	66.20	1,036.63
17f	20-yard Roll-off	Same day service	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
		Weekend (Sat or Sun)	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
17g	25-yard Roll-off	Same day service	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
		Weekend (Sat or Sun)	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
17h	30-yard Roll-off	Same day service	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
		Weekend (Sat or Sun)	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
17i	40-yard Roll-off	Same day service	213.44	37.67	251.10	375.00	27.90	56.29	11.73	49.26	771.28
		Weekly (i.e. Mon - following Mon)	213.44	37.67	251.10	375.00	27.90	56.29	11.73	49.26	771.28
		Weekend (Sat or Sun)	213.44	37.67	251.10	375.00	27.90	56.29	11.73	49.26	771.28

Proposed Solid Waste Rates
Effective July 1, 2025

18. Special Event Service - Direct to Landfill MSW Service

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Disposal	Non-Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection						
18a	35-gallon Cart	Per container	41.45	7.31	48.76	3.69	5.83	5.02	1.05	4.39	68.73
18b	65-gallon Cart	Per container	41.45	7.31	48.76	6.86	6.18	5.32	1.11	4.65	72.88
18c	95-gallon Cart	Per container	41.45	7.31	48.76	10.02	6.53	5.62	1.17	4.92	77.03
18d	1 Cubic Yard Bin (standalone or half of 2-yard split bin)	Per container	33.16	5.85	39.01	21.32	6.70	5.77	1.20	5.05	79.05
18e	1.5 Cubic Yard Bin (standalone or half of 3-yard split bin)	Per container	33.16	5.85	39.01	31.97	7.89	6.79	1.41	5.94	93.01
18f	2 Cubic Yard Bin (standalone or half of 4-yard split bin)	Per container	33.16	5.85	39.01	42.63	9.07	7.81	1.63	6.83	106.98
18g	3 Cubic Yard Bin (standalone or half of 6-yard split bin)	Per container	42.63	7.52	50.15	63.95	12.68	10.91	2.27	9.55	149.51
18h	4 Cubic Yard Bin	Per container	56.84	10.03	66.87	85.26	16.90	14.55	3.03	12.73	199.35
18i	6 Cubic Yard Bin	Per container	85.26	15.05	100.31	127.89	25.36	21.83	4.55	19.10	299.02
18j	10-yard Roll-off	Per container	213.44	37.67	251.10	600.00	27.90	75.66	15.76	66.20	1,036.63
18k	20-yard Roll-off	Per container	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
18l	25-yard Roll-off	Per container	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
18m	30-yard Roll-off	Per container	213.44	37.67	251.10	450.00	27.90	62.75	13.07	54.91	859.73
18n	40-yard Roll-off	Per container	213.44	37.67	251.10	375.00	27.90	56.29	11.73	49.26	771.28
18o	20-yard Compactor	Per container	277.47	48.96	326.43	780.00	36.27	98.36	20.49	86.07	1,347.62
18p	25-yard Compactor	Per container	277.47	48.96	326.43	585.00	36.27	81.58	16.99	71.38	1,117.65
18q	30-yard Compactor	Per container	277.47	48.96	326.43	585.00	36.27	81.58	16.99	71.38	1,117.65
18r	40-yard Compactor	Per container	277.47	48.96	326.43	585.00	36.27	81.58	16.99	71.38	1,117.65

Proposed Solid Waste Rates
Effective July 1, 2025

19. Special Event Service - Single-Material Recyclables and Single-Stream Recyclables

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Clean MRF	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
19a	35-gallon Cart	Per container	20.72	3.66	24.38	1.57	0.28	2.91	2.51	0.52	2.19	34.37
19b	65-gallon Cart	Per container	20.72	3.66	24.38	2.92	0.51	3.09	2.66	0.55	2.33	36.44
19c	95-gallon Cart	Per container	20.72	3.66	24.38	4.26	0.75	3.27	2.81	0.59	2.46	38.52
19d	1 Cubic Yard Bin (standalone or half of 2-yard split bin)	Per container	16.58	2.93	19.50	9.06	1.60	3.35	2.88	0.60	2.52	39.52
19e	1.5 Cubic Yard Bin (standalone or half of 3-yard split bin)	Per container	16.58	2.93	19.50	13.59	2.40	3.94	3.39	0.71	2.97	46.51
19f	2 Cubic Yard Bin (standalone or half of 4-yard split bin)	Per container	16.58	2.93	19.50	18.12	3.20	4.54	3.90	0.81	3.42	53.49
19g	3 Cubic Yard Bin (standalone or half of 6-yard split bin)	Per container	21.32	3.76	25.08	27.18	4.80	6.34	5.46	1.14	4.77	74.76
19h	4 Cubic Yard Bin	Per container	28.42	5.02	33.44	36.24	6.39	8.45	7.28	1.52	6.37	99.67
19i	6 Cubic Yard Bin	Per container	42.63	7.52	50.15	54.35	9.59	12.68	10.91	2.27	9.55	149.51
19j	10-yard Roll-off	Per container	106.72	18.83	125.55	255.00	45.00	13.95	37.83	7.88	33.10	518.31
19k	20-yard Roll-off	Per container	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
19l	25-yard Roll-off	Per container	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
19m	30-yard Roll-off	Per container	106.72	18.83	125.55	191.25	33.75	13.95	31.38	6.54	27.45	429.86
19n	40-yard Roll-off	Per container	106.72	18.83	125.55	159.38	28.13	13.95	28.15	5.86	24.63	385.64
19o	20-yard Compactor	Per container	138.73	24.48	163.22	331.50	58.50	18.14	49.18	10.25	43.03	673.81
19p	25-yard Compactor	Per container	138.73	24.48	163.22	248.63	43.88	18.14	40.79	8.50	35.69	558.82
19q	30-yard Compactor	Per container	138.73	24.48	163.22	248.63	43.88	18.14	40.79	8.50	35.69	558.82
19r	40-yard Compactor	Per container	138.73	24.48	163.22	248.63	43.88	18.14	40.79	8.50	35.69	558.82

20. Special Event Service - Source-separated Food Scraps

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Processing: Composting	Residual Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection							
20a	35-gallon Cart	Per container	20.72	3.66	24.38	1.57	0.28	2.91	2.51	0.52	2.19	34.37
20b	65-gallon Cart	Per container	20.72	3.66	24.38	2.92	0.51	3.09	2.66	0.55	2.33	36.44
20c	1 Cubic Yard Bin (standalone)	Per container	16.58	2.93	19.50	9.06	1.60	3.35	2.88	0.60	2.52	39.52
20d	1.5 Cubic Yard Bin (standalone)	Per container	16.58	2.93	19.50	13.59	2.40	3.94	3.39	0.71	2.97	46.51
20e	2 Cubic Yard Bin (standalone)	Per container	16.58	2.93	19.50	18.12	3.20	4.54	3.90	0.81	3.42	53.49

21. Emergency Service - Direct to Landfill MSW Service

#	Size	Frequency of Collection	Collection Component (85% Labor and 15% Fuel)			Disposal	Non- Escalating Capital	Regulatory Compliance Cost	Procurement Cost	Pavement Impact Cost	Total Rate per pull
			Labor	Fuel	Collection						
21a	3 Cubic Yard Bin (standalone)	Per container	106.58	18.81	125.39	159.86	31.69	27.28	5.68	23.87	373.78
21b	4 Cubic Yard Bin	Per container	142.10	25.08	167.18	213.15	42.26	36.38	7.58	31.83	498.37
21c	6 Cubic Yard Bin	Per container	213.16	37.62	250.77	319.73	63.39	54.56	11.37	47.74	747.56
21d	10-yard Roll-off	Per container	426.87	75.33	502.20	1200.00	55.80	151.32	31.53	132.41	2,073.26
21e	20-yard Roll-off	Per container	426.87	75.33	502.20	1200.00	55.80	151.32	31.53	132.41	2,073.26
21f	25-yard Roll-off	Per container	426.87	75.33	502.20	1200.00	55.80	151.32	31.53	132.41	2,073.26
21g	30-yard Roll-off	Per container	426.87	75.33	502.20	1200.00	55.80	151.32	31.53	132.41	2,073.26
21h	40-yard Roll-off	Per container	426.87	75.33	502.20	1200.00	55.80	151.32	31.53	132.41	2,073.26

Proposed Solid Waste Rates
Effective July 1, 2025

22. Other Services

22a.	Residential Bulky Goods Collection Service (For additional Collections of Bulky Goods from Residential Premises in Excess of Four (4) per year)	28.10	per pick-up
22b.	Multi-family Bulky Goods Collection Service (For additional Collections of Bulky Goods from Multi-family Premises in Excess of Four (4) per account year)	28.10	per pick-up
22c.	Commercial Bulky Goods Collection Service (For additional Collections of Bulky Goods from Commercial Premises in Excess of Four (4) per account year)	39.34	per pick-up
22d.	Residential HHW Collection (For additional Collections of HHW from Residential Premises in Excess of Four (4) Quarterly Pick-ups per year)	28.10	per pick-up
22e.	Repair and Maintenance of Compactor	84.30	per hour
22f.	Bin Cleaning Service	84.30	per Bin
22g.	Cart Cleaning per Section 1.6.1.8 of Attachment B, Scope of Work	50.58	per Cart
22h.	Bin Replacement/Exchange	224.80	per Bin
22i.	Commercial Bin Wheel-Out Service (25' - 50')	39.34	per bin per month
22j.	Commercial Bin Wheel-Out Service (51' - 75')	48.08	per bin per month
22k.	Residential Backyard Wheel-Out Service for Customers (for Customers that are not a 'Disabled Person' as defined in Attachment A)	28.10	per month
22l.	Extra Pick-up - Residential Cart	28.10	per cart
22m.	Extra Pick-up - Commercial/Multi-family Cart	44.96	per cart
22n.	Extra Pick-up - Commercial/Multi-family Bin	140.50	per bin
22o.	Roll-off or Compactor Service - False or Dry Run	281.00	per instance
22p.	Power wash/steam cleaning of enclosure	196.70	per instance
22q.	Commercial/Multi-family Sunday Collection Service Premium (added to existing rate per container per month)	126.31	per container per month
22r.	Roll-off/compactor overage charges - Landfill (if max weight is included in rate and load exceeds max weight - include a per ton cost)	84.30	per ton
22s.	Roll-off/compactor overage charges - Mixed C&D (if max weight is included in rate and load exceeds max weight - include a per ton cost)	84.30	per ton
22t.	Clean-up Bin Trip Charge	140.50	per instance
22u.	Clean Up Bin Overweight Charge	126.31	per ton
22v.	Roll-off Relocation Charge	121.39	per instance
22w.	Overweight Roll-off Extra Charge if Special Vehicle is Needed to Haul Container in Excess of 10 Tons Loaded Weight (in addition to standard roll-off rate)	281.00	per instance
22x.	Daily Rental Over 7 Days for Temporary 2,3,4, and 6-yard bins	11.24	per day
22y.	Daily Rental Over 7 Days for Temporary 10,20,30 and 40-yard bins	28.10	per day
22z.	Compactor cleaning charge	196.70	per instance
22aa.	Replacement Residential Kitchen Food Scrap pail - including delivery (For new Residential Customer see Item rr for kitchen pail to be provided and delivered at no charge)	15.00	per replacement
22bb.	Commercial Resumption of Service Charge (only after discontinuation for non-payment, includes redelivery of containers if removed from premises)	56.20	per instance
22cc.	Residential Resumption of Service Charge (only after discontinuation for non-payment, includes redelivery of containers if removed from premises)	56.20	per instance
22dd.	Stinger service / Scout Service - per Container per occurrence	26.00	per Container per occurrence
22ee.	Locking Bin Installation	28.10	per instance
22ff.	Emergency Collection, hourly rate for (1) crew and (1) vehicle	219.18	per hour
22gg.	Bin sensor (Pilot Program described in Section 8.04.G of Contract)	28.10	per bin sensor per month
22hh.	Bin Sensors (Optional City-Wide Program described in Section 8.04.G.1 of Contract)	28.10	per bin sensor per month
22ii.	Bin Locking Lids Fee	10.65	per month
22jj.	Locked Enclosure Gate Fee	10.65	per month
22kk.	Residential - Non-containerization fee after second and subsequent written notices as described in Attachment B, Section 2.6.1	39.34	per incident
22ll.	Commercial - Overfull Container Bins or Carts (excludes overweight temporary clean up Bins)	0.00	no charge
22mm.	Replacement bin sensor (initial replacement at no charge. Second and subsequent replacement bin sensor will be charged at this rate. Rate shall include installation, capital cos	28.10	per bin sensor
22nn.	Cart exchange in excess of 1 free annual exchange per Attachment B (Section 1.6.1.7). Can be exchanged for same or different cart size.	50.58	per exchange

The Following Services will be provided to a Customer at no additional charge.

22oo.	Commercial Bin Wheel-Out Service for a distance less than 25 feet.	0.00	per month
22pp.	Non-damaged residential cart exchange for same or different size Cart up to 1 time per year at no charge per Attachment B, Section 1.6.1.7.	0.00	per household
22qq.	Damaged Residential Cart replacement	0.00	per replacement
22rr.	Residential New Customer Food Scraps kitchen pail (includes delivery)	0.00	no charge
22ss.	Initial Distribution of Single Family Dwelling and Multi-Family unit Kitchen Pails per Sections 2.4.2 and 2.10.3 of Attachment B (includes delivery)	0.00	no charge



NOTICE CONCERNING PROPOSED SOLID WASTE & RECYCLING RATE ADJUSTMENTS AND PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on **Tuesday, June 10, 2025, at 6:00 p.m.**, a public hearing will be held at the City of Laguna Hills City Council Chambers located at 24035 El Toro Rd., Laguna Hills, CA 92653 to consider proposed adjustments to the City's solid waste rates and charges. If approved by the City Council, the proposed rate adjustments will go into effect on July 1, 2025.

WHY RATE ADJUSTMENTS ARE NECESSARY

All cities in the State, including Laguna Hills, face the most stringent solid waste legislation in California history under State Senate Bill 1383 (SB 1383). SB 1383 organic recycling mandates are significantly impacting the solid waste industry. The City's current agreement with CR&R Incorporated ("CR&R") for Solid Waste Services expires June 30, 2025. In anticipation of the expiration, the City conducted a competitive request for proposals process. After a comprehensive selection process, the City Council awarded a new agreement on June 25, 2025 to CR&R for Solid Waste Services ("Agreement") to go into effect on July 1, 2025. CR&R's new Agreement includes an adjustment to the rates charged by CR&R for solid waste and recycling services provided to residential and commercial customers. The proposed increases for typical residential and commercial customers are shown in Tables 1 and 2 on page 2. The City with its consultant has reviewed the proposed rate increases and have determined them to be reasonable. The City is fortunate to have very competitive rates among solid waste and recycling services in the County.

PROPOSED SOLID WASTE RATES

The proposed rates for solid waste and recyclables collection services are based upon the new Agreement with CR&R. The proposed rates include charges for automated curbside, bin collection, and roll-off box service. The rates represent the amount CR&R may charge customers as compensation for all labor, equipment, materials and supplies, taxes, insurance, bonds, letters of credit, overhead, disposal, transfer, processing, profit, and all other earnings necessary to perform all the services required by the Agreement. If the solid waste and recycling rates are approved by the City Council, CR&R will implement the solid waste service rate increases effective July 1, 2025.

Single-Family dwellings with cart service will be charged a base rate, which includes a trash cart, one or two recycling carts, and an organics recycling cart that includes green waste and food scraps. Commercial and Multi-Family customers with container (cart and/or bin) service are charged a monthly rate based on the number and size of containers, and the number of weekly pick-ups. Tables 1 and 2 on page 2 compare the current rates for typical residential and commercial services with those proposed for July 1, 2025. The entire rate schedule to go into effect July 1, 2025 can be viewed on the City's website at <https://www.lagunahillscsca.gov/206/Trash-Recycling-Services>.

FUTURE RATE INCREASES

Because the City anticipates future increases in the cost of providing solid waste and recycling services that CR&R will charge pursuant to the Agreement, the City is also proposing to annually adjust the maximum rates for: (1) the collection component based on the annual percentage change (January-December) in the Producer Price Index ("PPI"), (2) the processing component based on the annual percentage change (January-December) in the PPI, (3) the change in disposal charge charges (tip fees), (4) the change in the City's pavement impact costs, (5) the change in the City's regulatory compliance cost, and (6) the change in recovered organic waste procurement costs resulting from the Senate Bill 1383 regulations (collectively, the "Annual Automatic Adjustments"). A full explanation of the rate methodology is available at <https://www.lagunahillscsca.gov/206/Trash-Recycling-Services>.

If approved, beginning July 1, 2026 and each July 1 for a five-year period, through and including adjustments effective on July 1, 2030, the solid waste services rates may be adjusted annually, without a further public hearing. In no event may an automatic rate increase exceed the City's cost of providing solid waste services. If the adjustments are

approved, a written notice will be mailed to all parties subject to future annual rate adjustments, not less than 30 days prior to the effective date of the adjustment.

Table 1. Proposed Residential Solid Waste and Recycling Rates Per Month – Fiscal Year 2025-2026

Residential Rate includes 1 trash cart, 1 or 2 recycling carts and 1 organics cart, with rate based on the size of the trash cart.

Size of Trash Cart	Current Rate	Rate Change	Proposed Rate
35-gallon cart	\$23.00	-\$0.87	\$22.13
65-gallon cart	\$23.00	\$0.71	\$23.71
95-gallon cart	\$23.00	\$2.02	\$25.02

Table 2. Proposed Typical Commercial and Multi-Family Rates Per Month – Fiscal Year 2025-2026

Monthly rate for once per week pick-up.

Service Description	Current Rate	Rate Change	Proposed Rate
3yd Trash	\$154.00	\$32.89	\$186.89
4yd Trash	\$199.40	\$49.79	\$249.19
3yd Recycle	\$64.48	\$28.97	\$93.45
4yd Recycle	\$79.32	\$45.27	\$124.59
65-gallon Food Waste	\$24.66	\$20.89	\$45.55
2yd Food Waste	\$54.53	\$3.60	\$58.13

PUBLIC HEARING AND PROTEST PROCEEDINGS

Property owners, as defined under Proposition 218, may protest the proposed rate adjustment in writing prior to or during the public hearing. Consistent with the provisions of Proposition 218 and Government Code Section 53755, this notice has been mailed to all record owners of the affected properties at the addresses as they appear on the latest equalized assessment roll. If you are a property owner as defined under Proposition 218 and object to the proposed rates as described in this Notice, you may file a written protest with the City at or before the time set for the public hearing. Original written protests can be mailed or personally delivered to the City Clerk as follows:

City Clerk
City of Laguna Hills
24035 El Toro Rd.
Laguna Hills, CA 92653

A valid written protest must include:

1. The name of the record owner or owners of the property; and
2. Identification of the property by either assessor's parcel number or street address; and
3. A statement of protest ("I/we protest" will suffice); and
4. The original signature of the protesting owner or owners (photocopies, electronic mail, electronic copies, e-comments, or facsimiles will not be accepted).

Please note that each property owner will be counted as a single vote, regardless of the number of owners. If there are two record owners, both must sign the written protest. If there are more than two owners, the protest must be signed by a majority of the owners. Multiple protests returned for a single property will be disallowed and the City Clerk will only accept one protest per property.

The City Clerk will determine the validity of all protests submitted and exclude any invalid protests from the final tabulation. The City Clerk may confer with the City Attorney in determining the validity of written protests. As part of this process, the City Attorney may view contested or suspect protest forms. The City Clerk's decision shall be final and binding.

If you have any questions regarding this Notice or the proposed rate adjustments, or would like even more detailed information, please contact Matt Durham at (949) 707-2687.



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Jarad Hildenbrand, City Manager
Issue: First Reading and Introduction of an Ordinance adopting the Local Responsibility Area Fire Hazard Severity Zones Map as Required by California Government Code Section 51179

Recommendation: That the City Council

1. Receive staff presentation and report;
2. Introduce for first reading, read by title only, and waive further reading of an Ordinance entitled: "An Ordinance of the City Council of the City of Laguna Hills adding Chapter 10-84 to the Laguna Hills Municipal Code Adopting the Local Responsibility Area Fire Hazard Severity Zones Map as Designated by the California Department of Forestry and Fire Protection;" and
3. Direct staff to place the Ordinance on the June 24, 2025, meeting agenda for a Public Hearing and second reading, and to publish the hearing notice.

Background:

In March 2025, the California Office of the State Fire Marshal (OSFM) released its 2025 Recommended Local Responsibility Area Fire Hazard Severity Zone maps for the state, encompassing Laguna Hills.

These maps classify areas into Moderate, High, or Very High fire hazard zones using current climate data, historical fire occurrences, topography, and wildfire modeling, as developed by Cal Fire.

Under California law, specifically Assembly Bill 211 and Senate Bill 63, Laguna Hills is mandated to adopt these maps via ordinance and ensure public accessibility within 30 days of receipt. The city complied with this requirement on March 25, 2025, by posting relevant information and instructions for public review on our website.

While local governments like Laguna Hills do not determine the content of these maps, California Government Code Section 51179 (b)(3) specifies that cities cannot lower designated hazard levels but can increase them or expand areas based on local conditions. Following an evaluation, no changes to hazard levels or expanded areas are proposed currently.

To meet California Government Code Section 51179, Laguna Hills must adopt these maps via ordinance within 120 days of their release. Accordingly, city staff have drafted the proposed ordinance, scheduled for introduction and a first reading. The second reading and adoption are slated for June 24, 2025, with the ordinance taking effect on July 24, 2025, 30 days post-adoption.

Once enacted, properties within the Fire Hazard Severity Zones must comply with specific requirements aimed at reducing wildfire risks:

For properties in the Very High Fire Hazard Severity Zone:

- New buildings require a 100-foot buffer of defensible space.
- Construction must meet Chapter 7A of the California Building Code for exterior wildfire exposure, requiring ignition-resistant materials.
- Natural Hazard Real Estate Disclosures are mandatory at property sale.

For properties in the High Fire Hazard Severity Zone:

- Construction must meet Chapter 7A of the California Building Code for exterior wildfire exposure.
- Natural Hazard Real Estate Disclosures are mandatory at property sale.
- Defensible space requirements are not currently applicable.

For properties in the Moderate Fire Hazard Severity Zone:

- No specific requirements are mandated at this time for the moderate hazard severity zone.

Fiscal Impact:

Adoption of this ordinance has no financial implications for the City at this time.

Attachments:

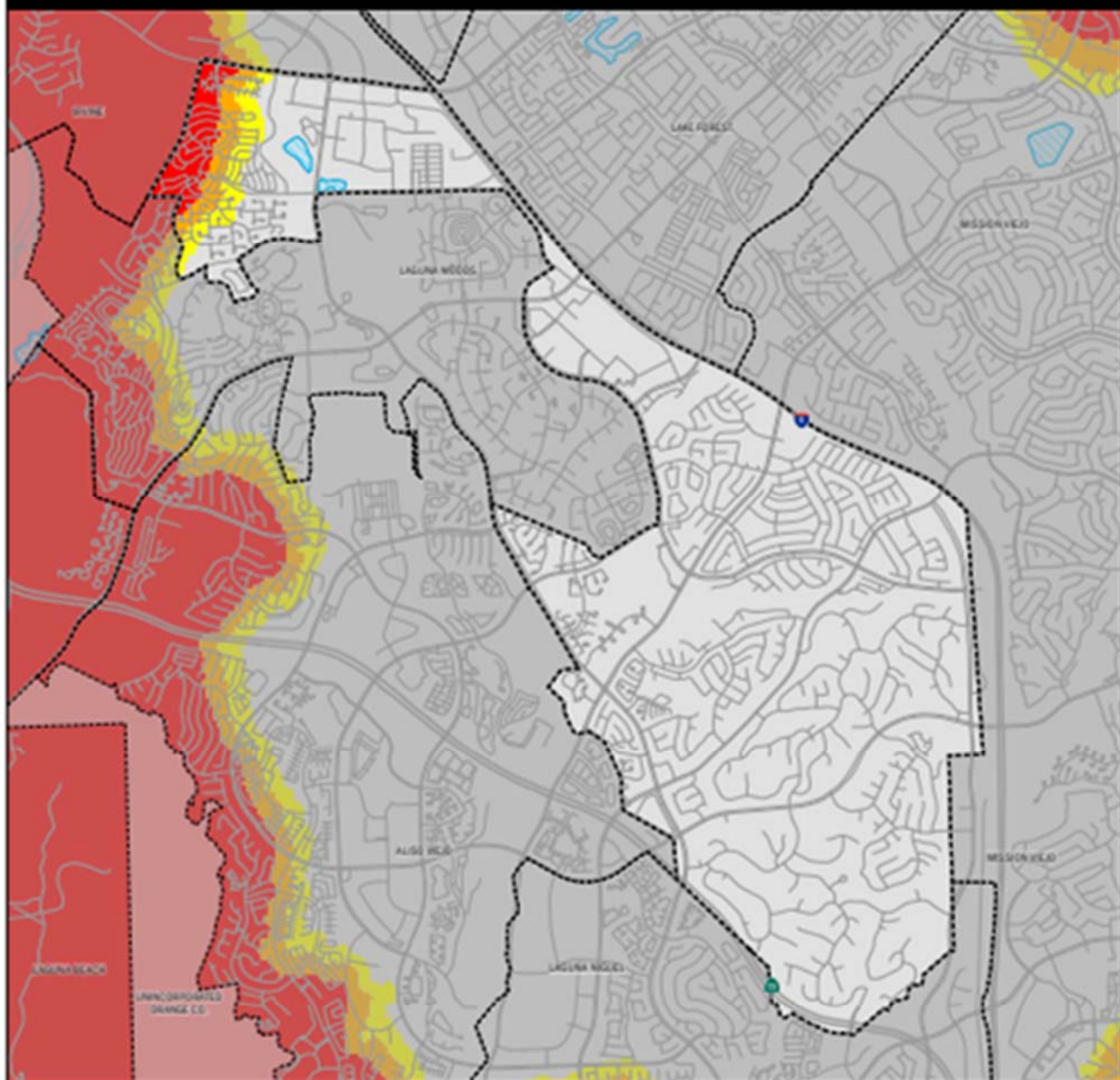
1. Fire Hazard Severity Zones Map
2. CAL FIRE March 2025 Letter
3. Proposed Ordinance 2025-X
4. FAQs on Insurance and CAL FIRE Fire Hazard Severity Zones Map
5. FAQs on 2024 Fire Hazard Severity Zones



Local Responsibility Area Fire Hazard Severity Zones

As Identified by the
State Fire Marshal

March 24, 2025



Fire Hazard Severity Zones (FHSZ) in Local Responsibility Area (LRA), as Identified by the State Fire Marshal

Very High High Moderate

Fire Hazard Severity Zones in State Responsibility Area (SRA), Effective April 1, 2024

Very High

0 1 2
Miles
0 1 2
Kilometers

Projection: NAD 83 California State Albers
Scale: 1:35,000 at 12" x 17"

--- Incorporated City Waterbody
--- Unincorporated LRA

Government Code section 51178 requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent

statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather,

and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Gavin Newsom, Governor, State of California
Wade Crowfoot, Secretary for Natural Resources, CA Natural Resources Agency
Joe Tyler, Director/Vice Chief, CA Department of Forestry and Fire Protection
Daniel Berlant, State Fire Marshal, CA Department of Forestry and Fire Protection

Data Sources:
CAL FIRE Fire Hazard Severity Zones (FHSZ)RA23_3_FHSZRA_25_3
CAL FIRE State Responsibility Areas (SRA)25_3
City and County boundaries as of 10/22/24 (CA Board of Equalization)



**DEPARTMENT OF FORESTRY AND FIRE PROTECTION
OFFICE OF THE STATE FIRE MARSHAL**

P.O. Box 944246
SACRAMENTO, CA 94244-2460
(916) 568-3800
Website: www.fire.ca.gov



March 24, 2025

Dear: City Manager,

Re: Official Transmittal of Fire Hazard Severity Zones

The State Fire Marshal is mandated by Government Code (GC) 51178 to identify levels of fire hazard based on consistent statewide criteria and the expected severity of fire hazards. Government Code 51179 requires the State Fire Marshal to make recommendations of fire hazard severity zones to local agencies, as defined per GC 51177(e), for their designation and adoption by ordinance. This letter serves as the official transmittal of the recommendation. For the Statutory requirements for local adoption please review [California Code, GOV 51179](#).

Your City/County has been identified as having Moderate, High, Very High or a combination of Fire Hazard Severity Zones (FHSZ) within your jurisdiction. The maps and data are available in the FHSZ HUB at <https://fire-hazard-severity-zones-rollout-calfire-forestry.hub.arcgis.com/>.

Please complete the Public Contact Survey in the FHSZ HUB using the link above. This information will be used for a public Webmap on the CAL FIRE-Office of State Fire Marshal website to guide your constituents to the appropriate contact person or website for the Local Responsibility Area FHSZ in your jurisdiction.

If you have additional questions, please feel free to contact our Team at FHSZinformation@fire.ca.gov.

Sincerely,

Daniel Berlant
State Fire Marshal
CAL FIRE – Office of the State Fire Marshal

ORDINANCE NO. 2025-X

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ADDING CHAPTER 10-84 TO THE LAGUNA HILLS MUNICIPAL CODE ADOPTING THE LOCAL RESPONSIBILITY AREA FIRE HAZARD SEVERITY ZONES MAP AS DESIGNATED BY THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

WHEREAS, Government Code Section 51178 requires the California Department of Forestry and Fire Protection (Cal Fire), through the Office of the State Fire Marshal, to identify areas in the state as Moderate, High, and Very High Fire Hazard Severity Zones (FHSZs) within Local Responsibility Areas using consistent, science-based criteria; and

WHEREAS, Government Code Section 51178 requires the California Department of Forestry and Fire Protection (Cal Fire), through the Office of the State Fire Marshal, to identify areas in the state as Moderate, High, and Very High Fire Hazard Severity Zones (FHSZs) within Local Responsibility Areas using consistent, science-based criteria; and

WHEREAS, on March 24, 2025, Cal Fire published revised FHSZ maps affecting properties in the City of Laguna Hills, and Government Code Section 51179 requires the City to adopt these designations by ordinance and transmit the adopted map to the Board of Forestry and Fire Protection within 30 days.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The City of Laguna Hills hereby adopts the Local Responsibility Area Fire Hazard Severity Zones Map as designated by the California Department of Forestry and Fire Protection and shown on the official map titled “City of Laguna Hills – Fire Hazard Severity Zones (2025),” which is incorporated herein by reference and on file with the City Clerk.

SECTION 2. This ordinance shall take effect thirty (30) days after its adoption. The City Clerk shall certify to its passage, publish as required by law, and transmit the adopted map and ordinance to the State Board of Forestry and Fire Protection, as required by Government Code Section 51179.

SECTION 3. The Laguna Hills Municipal Code is hereby amended by adding Chapter 10-84 – Local Responsibility Area Fire Hazard Severity Zones, to read as follows:

Chapter 10-84

LOCAL RESPONSIBILITY AREA FIRE HAZARD SEVERITY ZONES

Sections:

10-84.010 Adoption of the Local Responsibility Area Fire Hazard Severity Zones Map

The City of Laguna Hills hereby adopts the Fire Hazard Severity Zones as designated by the California Department of Forestry and Fire Protection. These zones, identified as Moderate, High, and Very High, are shown on the official map titled “City of Laguna Hills – Fire Hazard Severity Zones (2025),” which is incorporated by reference. A copy of the map shall be maintained on file with the City Clerk and made available to the public.

10-84.020 Multiple Designations.

In the event that a parcel is subject to more than one fire hazard severity zone on the Fire Hazard Severity Zones Map, the more strict designation shall apply to the entire parcel. In order to effectively administer fire protection within the border areas between differing fire hazard severity zones, it is necessary that, when a parcel is subject to more than one fire hazard severity zone on a single lot, the requirements that apply to the more strict designation on that parcel shall be administered and enforced for the entire lot.

PASSED, APPROVED, AND ADOPTED this X day of X 2025.

JOSHUA SWEENEY, MAYOR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing Ordinance No. 2025-X was duly introduced and
placed upon its first reading at a Regular Meeting of the City Council on the X day of X
2025, and that thereafter, said Ordinance was duly adopted and passed at a Regular
Meeting of the City Council held on the X day of X 2025, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK

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

AFFIDAVIT OF POSTING
AND PUBLICATION

JENNIFER LEE, being first duly sworn, deposes and says:

That she is the duly appointed and qualified City Clerk of the City of
Laguna Hills;

That in compliance with State Laws of the State of California,
ORDINANCE NO. 2025-X, being:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
LAGUNA HILLS, CALIFORNIA, ADOPTING THE LOCAL
RESPONSIBILITY AREA FIRE HAZARD SEVERITY ZONES MAP
AS DESIGNATED BY THE CALIFORNIA DEPARTMENT OF
FORESTRY AND FIRE PROTECTION

on the X day of X 2025, and on the X day of X 2025, was published in summary in
the Saddleback Valley News; and was, in compliance with City Resolution
No. 2004-05-25-2, by the X day of X 2025, and the X day of X 2025, caused to be
posted in three places in the City of Laguna Hills, to wit:

Laguna Hills City Hall
Laguna Hills Community Center
La Paz Center

JENNIFER LEE, CITY CLERK
Laguna Hills, California

Q&A – Insurance and CAL FIRE Fire Hazard Severity Zone Maps

1. How will the updated CAL FIRE maps affect insurance availability and affordability?

CAL FIRE's maps are intended to drive local planning decisions, not insurance decisions. Under Commissioner Lara's new regulation finalized in October 2022, insurance companies must provide discounts for wildfire safety actions such as community mitigation and home-hardening, which CAL FIRE's maps do not assess. In addition, insurance companies are already using risk analysis tools and models that go beyond CAL FIRE's proposed maps in determining what properties they will underwrite.

Commissioner Lara's new wildfire safety regulation will help increase access to insurance by promoting wildfire safety across the state. Reducing wildfire risks throughout the state is the primary way we can make insurance more available and affordable, and our regulation is a major step towards that goal. CAL FIRE's maps support that goal through improving public education about hazard and the need for safety preparation.

2. How will these maps benefit the public?

Public education about where current wildfire hazards exist is essential to reducing the threat to local communities and maintaining access to available and affordable insurance. When communities know and understand their risks, they can plan and prepare.

In addition, the Department's [first-ever report on climate insurance](#) recommended updated wildfire hazard mapping to improve public safety.

3. If you are a homeowner and your zone changed from High Hazard to Very High Hazard, will this impact your insurance premiums or renewal ability?

For many years, insurance companies have been using alternate wildfire risk tools for determining where they will write and renew policies, and how much premium to charge a policyholder, not the Fire Hazard Severity Zone maps. Therefore, a change in designation on the maps for a single homeowner is unlikely to affect their insurance. The reality is that more accurate risk information enables homeowners and communities to reduce their wildfire risks, and Commissioner Lara's new wildfire mitigation regulation clarifies what actions you should take to reduce wildfire risks. Once that regulation is fully implemented, if a homeowner or business owner takes those risk mitigation actions, they will be able to see a discount in their insurance premium.

4. How is the state addressing wildfire mitigation?

By design, CAL FIRE's maps are focused on long-range wildfire hazard, which includes only certain variables, like wind, vegetation, ember production and movement, climate, topography, and fire history. CAL FIRE's maps will give up to date information to communities about the level of wildfire hazard they face, which could help target resources at the state and local level. Expanded state grant programs and Commissioner Lara's new wildfire safety regulation are aimed at reducing wildfire risks to communities through programs such as Firewise USA and the new Fire Risk Reduction Community designation from the California Board of Forestry and Fire Protection.



FREQUENTLY ASKED QUESTIONS ABOUT: *2024 Fire Hazard Severity Zones*

Fire Hazard Severity Zones Explained

- **What is a “Fire Hazard Severity Zone,” or FHSZ?**
 - **Answer:** Public Resource Code 4202; The State Fire Marshal shall classify lands within state responsibility areas into fire hazard severity zones. Each zone shall embrace relatively homogeneous lands and shall be based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. Government Code 51178; The State Fire Marshal shall identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.
- **Why are fire hazard severity maps being updated?**
 - **Answer:** The hazard maps are being updated to more accurately reflect the zones in California that are susceptible to wildfire. The hazard mapping process will incorporate new science in local climate data and improved fire assessment modeling in determining hazard ratings.
- **What do Fire Hazard Severity Zones measure?**
 - **Answer:** The Fire Hazard Severity Zone map evaluates “**hazard**,” not “**risk**”. The map is like flood zone maps, where lands are described in terms of the probability level of a particular area being inundated by floodwaters, and not specifically prescriptive of impacts. “**Hazard**” is based on the physical conditions that create a likelihood and expected fire behavior over a 30 to 50-year period without considering mitigation measures such as home hardening, recent wildfire, or fuel reduction efforts. “**Risk**” is the potential damage a fire can do to the area under existing conditions, accounting for any modifications such as fuel reduction projects, defensible space, and ignition resistant building construction.
- **Where do Fire Hazard Severity Zones apply?**
 - **Answer:** Fire Hazard Severity Zones are found in areas where the state has financial responsibility for wildfire protection and prevention, called the State Responsibility Area. More than 31 million acres are in this area. Under Senate Bill 63 (Stern, 2021) Government Code 51178 was amended to add the Moderate and High Fire Hazard Severity Zones with the Very High in local jurisdictions.
- **What are the uses of Fire Hazard Severity Zones?**
 - **Answer:** The zones are used for several purposes including to designate areas where California’s defensible space standards and wildland urban interface building codes are

required. They can be a factor in real estate disclosure, and local governments may consider them in their general plan.

- **Is there an easy way to determine the Fire Hazard Severity Zone of my property?**
 - **Answer:** You can search by address to find your current designation on the web at: osfm.fire.ca.gov/FHSZ
- **What are the key elements of the Fire Hazard Severity Zone model?**
 - **Answer:** The fire hazard severity model for wildland fire has two key elements: probability of an area burning and expected fire behavior under extreme fuel and weather conditions. The zones reflect areas that have similar burn probabilities and fire behavior characteristics. The factors considered in determining fire hazard within wildland areas are fire history, flame length, terrain, local weather, and potential fuel over a 50-year period. Outside of wildlands, the model considers factors that might lead to buildings being threatened, including terrain, weather, urban vegetation cover, blowing embers, proximity to wildland, fire history, and fire hazard in nearby wildlands. FHSZs are not a structure loss model, as key information regarding structure ignition (such as roof type, etc.) is not included.
- **How do the Fire Hazard Severity Zone Maps differ from California Public Utilities Commission (CPUC) High Fire Threat District Maps?**
 - **Answer:** The California Public Utilities Commission (CPUC) sponsored map, known as "CPUC High Fire Threat District Map" (HFTD), includes similar factors as those in the FHSZ maps, however the CPUC HFTD Map is designed specifically for identifying areas where there is an increased risk for utility associated wildfires. As such, the CPUC map includes fire hazards associated with historical powerline-caused wildfires, current fuel conditions, and scores areas based on where fires start, as opposed to where potential fires may cause impacts.
- **Why is my property in a different zone than the adjacent area, which looks similar?**
 - **Answer:** In non-wildland areas, zone edges occur based on distance to the wildland edge. Because hazard in these areas is largely determined by incoming embers from adjacent wildland, urban areas that are similar in vegetation type and housing density may have a change in FHSZ class as the distance to the wildland edge increases. Areas immediately adjacent to wildland receive the same FHSZ score as that wildland where fire originates, and the model then produces lower scores as the distance to wildland edge increases.

In wildland areas, zone edges are a result of the way zones are delineated. Specifically, zones represent areas of similar slope and fuel potential. Zone boundaries divide zones based on geographic and vegetation features that align with fire hazard potential; although, at a local scale, it may appear that the immediate area is similar on both sides of the edge. The class value within a zone is based on the average hazard score across the whole zone, so areas that are in the same zone but not immediately adjacent to a local area can have an influence on the final zone classification.

Data Related Questions

- **How are Fire Hazard Severity Zones determined?**
 - **Answer:** CAL FIRE used the best available science and data to develop, and field test a model that served as the basis of zone assignments. The model evaluated the probability of

the area burning and potential fire behavior in the area. Many factors were included such as fire history, vegetation, flame length, blowing embers, proximity to wildland, terrain, and weather.

- **What new data will be included in the new model, and how does this differ from the previous model?**
 - **Answer:** A 2 km grid of climate data covering the years 2003-2018 is being used in the update. The previous model used stock weather inputs across the state to calculate wildland fire intensity scores. The updated model will adjust fire intensity scores based on the most extreme fire weather at a given location, considering temperature, humidity, and wind speed. In addition, ember transport is being modeled based on local distributions of observed wind speed and direction values instead of using a generic buffer distance for urban areas adjacent to wildlands.
- **What is the difference between the various Fire Hazard Severity Zones?**
 - **Answer:** Classification of a wildland zone as Moderate, High or Very High fire hazard is based on the average hazard across the area included in the zone, which have a minimum size of 200 acres. In wildlands, hazard is a function of modeled flame length under the worst conditions and annual burn probability. Both these factors generally increase with increasing hazard level, but there may be instances where one value is Very High and the other is low, pushing the overall hazard into a more intermediate ranking. On average, both modeled flame length and burn probability increase by roughly 40-60% between hazard classes. Classification outside of wildland areas is based on the fire hazard of the adjacent wildland and the probability of flames and embers threatening buildings.
- **Why does the model place an emphasis on the spread of embers?**
 - **Answer:** Embers spread wildfire because they can travel long distances in the wind and ignite vegetation, roofs, attics (by getting into vents), and decks.

State Regulated Area Questions

- **When were the maps last updated?**
 - **Answer:** The Office of the State Fire Marshal began the regulatory process for the State Responsibility Area (SRA) in December 2022, the final maps were adopted on January 31, 2024, and became effective April 1, 2024.
- **What is “State Responsibility Area,” or SRA?**
 - **Answer:** SRA is a legal term defining the area where the state has financial responsibility for wildland fire protection and prevention. Incorporated cities and federal ownership are not included. Within the SRA, CAL FIRE is responsible for fire prevention and suppression. There are more than 31 million acres in SRA, with an estimated 1.7 million people and 800,000 existing homes.
- **How is state responsibility area determined?**
 - **Answer:** The Board of Forestry and Fire Protection (Board) classifies land as State Responsibility Area. The legal definition of SRA is found in the Public Resources Code Section 4125. The Board has developed detailed procedures to classify lands as State Responsibility Area. Lands are removed from SRA when they become incorporated by a city, change in ownership to the federal government, become more densely populated, or are converted to intensive agriculture that minimizes the risk of wildfire. While some lands are removed from SRA automatically, the Board typically reviews changes every five years.

- **What Fire Hazard Severity Zones are in State Responsibility Area?**
 - **Answer:** All of the State Responsibility Area is in a Fire Hazard Severity Zone. Lands are either ranked as Moderate, High or Very High Fire Hazard Severity Zones.
- **What are the wildland urban interface (WUI) building codes in State Responsibility Area?**
 - **Answer:** The WUI building codes (California Building Code (CBC) Chapter 7A) reduce the risk of embers fanned by wind-blown wildfires from igniting buildings. The codes for roofing, siding, decking, windows, and vents apply throughout all state responsibility area regardless of the fire hazard severity ranking. Ember-resistant building materials can be found at: <https://osfm.fire.ca.gov/divisions/fire-engineering-and-investigations/buildingmaterials-listing/>
- **Is the GIS data for Fire Hazard Severity Zones available for download?**
 - **Answer:** The data inputs used to develop the Fire Hazard Severity Zones are identified in the Initial Statement of Reasons (ISOR) [Title 19 Development \(ca.gov\)](#). CAL FIRE has developed an additional data package which consists of sequential modeling steps, including any data inputs that were not already publicly available and referenced in the ISOR. The data package encompasses 34 spatial datasets and 8 tables, provided in raster, polygon, and table format. These datasets are formatted for Esri ArcGIS software, except for four tables provided in Excel. Ten of the datasets are updated versions used to produce an edited SRA FHSZ map following the public comment period that ended April 4, 2023. Upon formal adoption of the FHSZ map, the final SRA FHSZ geospatial data file will become available. The data package is available on the FHSZ website [Fire Hazard Severity Zones \(ca.gov\)](#) under the science and methods banner.
- **Why do waterbodies have a Fire Hazard Severity Zone Classification?**
 - **Answer:** All areas in State Responsibility Area, including water bodies, require a fire hazard severity zone designation. The 2007 FHSZ maps zoned all water as moderate by default. In the 2023 FHSZ model we added a buffer of FHSZ from the surrounding wildland into water bodies to account for potential threat of embers to buildings on docks and house boats, as well as variation in reservoir height that occurs with drought.

Local Regulated Area Questions

- **What is “Local Responsibility Area”, or LRA?**
 - **Answer:** Local Responsibility Areas (LRA) are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract.
- **When did Fire Hazard Severity Zones start in Local Responsibility Area?**
 - **Answer:** The “Bates Bill” (AB 337), Government Code Section 51175, was prompted by the devastating Oakland Hills Fire of 1991. This mid-1990s legislation calls for CAL FIRE to evaluate fire hazard severity in local responsibility area and to make a recommendation to the local jurisdiction where very high FHSZs exist. The Government Code then provides direction for the local jurisdiction to take appropriate action.
- **How are Fire Hazard Severity Zones determined in local responsibility areas?**
 - **Answer:** CAL FIRE uses an extension of the state responsibility area Fire Hazard Severity

Zone model as the basis for evaluating fire hazard in Local Responsibility Area. The Local Responsibility Area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area.

- **What are the requirements for landowners in FHSZs in local responsibility areas?**
 - **Answer:** California's WUI building codes (CBC Chapter 7A) apply to the design and construction of new buildings located in High and Very High FHSZs in Local Responsibility Areas. Local ordinances may require ignition resistant construction for remodel projects. Check with your local building department to determine which ignition resistant building codes apply to your project. In addition, Government Code Section 51182 calls for defensible space clearance and other wildland fire safety practices for buildings. Owners are also required to make a natural hazard disclosure as part of a real estate transfer. For information regarding "home hardening" and defensible space clearance, visit www.ReadyForWildfire.org.
- **Does the designation of Very High Fire Hazard Severity Zones in the Local Responsibility Area trigger the 100-foot clearance requirement?**
 - **Answer:** Yes, per Government Code 51182 unless a local government has passed a more stringent requirement, the 100-foot defensible space clearance applies. For information regarding "home hardening" and defensible space clearance, visit www.ReadyForWildfire.org.
- **How does CAL FIRE assist Local Governments in Fire Hazard Severity Zones?**
 - **Answer:** CAL FIRE's Land Use Planning Program is a specialized unit that provides support to local governments by providing fire safety expertise on the State's wildland urban interface building codes, wildfire safety codes, as well as helping in the development of the safety elements in general plans.
- **What is the process for developing Fire Hazard Severity Zones in the Local Responsibility Area?**
 - **Answer:** CAL FIRE uses the same modeling data that is used to map the State Responsibility Area. The map, along with a model ordinance, are then sent to the governing body for adoption.
- **How are the new Fire Hazard Severity Zones impacting development?**
 - **Answer:** Many of the changes expanding fire hazard severity zones in local responsibility areas (LRA) have been supported by the building industry. CAL FIRE works closely with the building industry when setting various building codes and defensible space requirements, so we are working together to not affect development itself but to make sure development matches the hazards of that area.
- **When will the Local Responsibility Area Map be released?**
 - **Answer:** The Local Responsibility Area Map Process will happen after the State Responsibility Area process has been completed, which is estimated to occur in the winter of 2025.
- **Why haven't Moderate and High Fire Hazard Severity Zone classes been classified before in the Local Responsibility Area?**
 - **Answer:** New legislation, Senate Bill 63 (Stern, 2021), now requires the adoption of all three Fire Hazard Severity Zone classes in the Local Responsibility Area. Previously only Very High Fire Hazard Severity Zones were required for adoption in Local Responsibility Areas.

Insurance Related Questions

- **Will the new Fire Hazard Severity Zones affect my ability to get or maintain insurance?**
 - **Answer:** Insurance companies use risk models, which differ from hazard models, because they consider the susceptibility of a structure to damage from fire and other short-term factors that are not included in hazard modeling. It is unlikely that insurance risk models specifically call out CAL FIRE Fire Hazard Severity Zones as a factor, but much of the same data that is used in the fire hazard severity zone model are likely included in the insurance companies' risk models. However, insurance risk models incorporate many additional factors and factors that change more frequently than those that CAL FIRE includes in its hazard mapping, which is built to remain steady for the next 10+ years.

Resources, Additional Information, and Contact Information

- To find the current FHSZ designation for a property, visit FHSZ Map Viewer (ca.gov).
- Helpful links:
 - FHSZ Website:
 - osfm.fire.ca.gov/FHSZ
 - FHSZ Map Viewer:
 - [FHSZ Map Viewer \(ca.gov\)](https://FHSZMapViewer.ca.gov)
- Contacts for FHSZ for Public Questions:
 - (916) 633-7655
 - FHSZinformation@fire.ca.gov



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Eric Hendrickson, Finance Director
Issue: Budget Adoption for Fiscal Years 2025/2026 & 2026/2027

Recommendation: That the City Council adopt a Resolution entitled: "A Resolution of the City Council of the City of Laguna Hills, California, adopting the operating budget, capital improvement program and other appropriations for the City of Laguna Hills for the 2025-2026 & 2026-2027 fiscal years."

Background:

The City of Laguna Hills adopts a budget every two years. The biennial budget process has concluded for the upcoming fiscal years 2025/2026 and 2026/2027. These revenue projections and expenditure allocations cover the period of July 1, 2025, through June 30, 2027. The City Council held four budget workshops prior to adoption, so that key stakeholders could review the draft budget, provide direction, and make suggestions. Workshops were held on April 8, April 29, May 13, and May 27.

The final draft attached hereto includes the General Fund operating budget, all Special Revenue Funds, and the Capital Improvement Budget. City staff is pleased to present an operationally balanced General Fund budget for the next two fiscal years, as recurring revenues match recurring expenditures. It should be noted that the City is using reserves to fund one-time capital projects, which is an appropriate usage of fund balance.

The General Fund is the main operating accounting unit for the City, as it captures the financial resources and expenditures for most unrestricted operations. Other special revenue funds are included in the budget; however, these are restricted in nature, and can only be used for specific purposes. A General Fund summary is below, illustrating

the operationally balanced nature of the budget, as well as the planned, one-time usage of reserves.

	Revenues	Expenditures	Operational Surplus	Less: One-Time Capital Costs*	General Fund Cash Outlay
Fiscal Year 25/26	\$27,867,276	\$27,863,695	\$3,581	(\$1,210,000)	(\$1,206,419)
Fiscal Year 26/27	\$28,788,243	\$28,780,985	\$7,258	(\$853,000)	(\$845,742)

**one-time capital costs are net of grant revenue tied to certain CIP projects*

Although the General Fund is expected to have a decrease in cash over the next two years, it should be noted that there is an estimated Fund Balance of approximately \$17.1 million at the end of this biennial cycle. Compared to recurring annual spending, the City will have achieved a reserve ratio of approximately 60%.

Fiscal Impact:

Adoption of the biennial budget includes estimating revenues and allocating expenditures for the next two years. A summary of the budget is above, and the proposed draft budget is attached. As mentioned above, the budget is operationally balanced, as recurring revenues match recurring expenditures. The City is using reserves to fund one-time capital projects.

Attachments:

1. Biennial Budget for Fiscal Years 2025/2026 & 2026/2027
2. Proposed Resolution - Budget Adoption



CITY OF LAGUNA HILLS

California

BIENNIAL BUDGET

Fiscal Years 2025/26 - 2026/27

CITY OF LAGUNA HILLS, CALIFORNIA

PROPOSED OPERATING & CAPITAL BUDGET FISCAL YEARS 2025/2026 & 2026/2027



Prepared by the
Finance Department
June 2025



City of Laguna Hills
Proposed Budget
For Fiscal Years 2025/26 & 2026/27

Table of Contents

GENERAL INFORMATION

City Officials.....	1
City of Laguna Hills Profile.....	2
Organizational Chart.....	4

FINANCIAL SUMMARIES

Summary of Sources and Uses by Fund.....	5
Summary of Transfers In and Out.....	6
General Fund Summary.....	7
General Fund Revenue Detail.....	9
General Fund Expenditures	
General Government.....	13
Non-departmental.....	20
Community Development.....	26
Community Services.....	32
Public Works.....	41
Public Safety.....	48
Transfers Out.....	53
Other Funds.....	55

CAPITAL IMPROVEMENT PROGRAM.....	80
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APPENDIX

Budget Glossary.....	86
Classification of Funds.....	91
City Demographics.....	94
Financial Policies.....	95



City of Laguna Hills
Proposed Budget
For Fiscal Years 2025/26 & 2026/27

City Officials

Mayor and City Council



Joshua Sweeney
Mayor



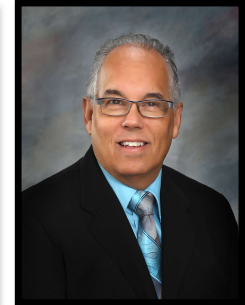
Don Caskey
Mayor Pro Tem



Erica Pezold
Council Member



Jared Mathis
Council Member



Dave Wheeler
Council Member

City Executive Staff

Jarad L. Hildenbrand
City Manager

Joseph Ames
Assistant City Manager

Jennifer Lee
City Clerk

Capt. William Burk
Chief of Police Services

Jennifer Lowe
Community Development Director

Holland Gannon
Interim Community Services Director

Gregory E. Simonian
City Attorney

Eric Hendrickson
Finance Director



City of Laguna Hills Profile

The City of Laguna Hills, located in South Orange County, has approximately 6.6 square miles of land in its corporate boundary and is now home to 30,309 people. The majority of the area in the City has a distinctive residential character. Yet, the City has a commercial base in its northern part. This area, or “urban village”, is anchored by upcoming development of The Village at Laguna Hills, the Oakbrook Village Retail Center, and



Saddleback Memorial Hospital. It includes retail, restaurant, professional office, and medical related building space. When the City annexed the “North Laguna Hills” area in July of 1996, the City acquired 1.2 square miles of primarily light industrial, professional office, specialty retail, hotel, and residential uses. This annexed area contains a furniture row, office headquarters, and the only light industrial/manufacturing establishments in the City. In September of 2000, the City grew by another 150 acres as a result of the annexation of residential properties identified as West Laguna Hills.

Laguna Hills is built on one of the major land grants developed during the rancho area. Following Mexico’s independence from Spain in 1821, those who had served in the government or who had friends in authority were given vast lands for cattle grazing. Rancho Lomas de Santiago, Rancho San Joaquin, and Rancho Niguel covered much of the western portion of the Saddleback Valley. Don Juan Avila was granted the 13,000-acre Rancho Niguel on which Laguna Hills is located.

In 1874, Lewis Moulton purchased Rancho Niguel from Don Juan Avila and increased the original grant to 22,000 acres. Moulton and his partner, Jean Piedrea Daguerre, used the ranch to raise sheep and cattle. The Moulton ranch was eventually subdivided in the early 1960s, part of which is recognized as Laguna Hills.

Incorporation efforts began in 1987 and on March 5, 1991, the goal of incorporation was finally achieved with 86% of the residents voting in favor of forming the City of Laguna Hills. On December 20, 1991, Laguna Hills officially became a City.

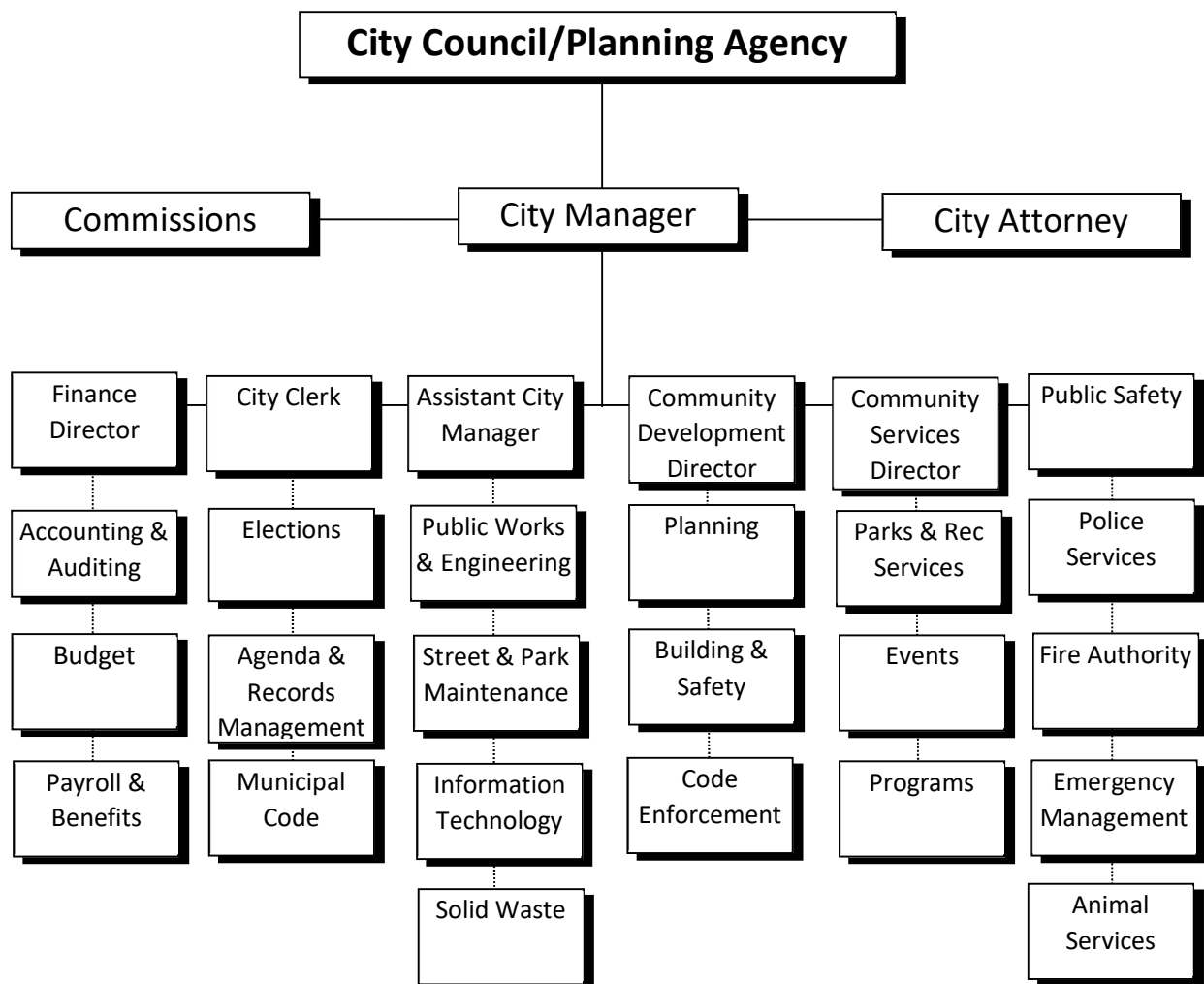


The City of Laguna Hills is a General Law City that operates under the Council/Manager form of government. The voters elect five of their fellow citizens to the City Council for overlapping four-year terms. The Council, in turn, selects one of its members to serve as Mayor for a one-year term. The City Council holds regular public meetings on the second and fourth Tuesday of each month.



City of Laguna Hills

Organizational Chart





City of Laguna Hills
Proposed Budget
For Fiscal Years 2025/26 & 2026/27

SUMMARY OF SOURCES AND USES BY FUND

		Estimated Fund Balance June 30, 2025	Estimated Revenues & Transfers In	Estimated Expenditures & Transfers Out	Estimated Fund Balance June 30, 2026	Estimated Revenues & Transfers In	Estimated Expenditures & Transfers Out	Estimated Fund Balance June 30, 2027
100	General Fund	19,165,041	28,007,276	29,213,695	17,958,622	33,648,243	34,493,985	17,112,881
210	Gas Tax	664,733	891,000	1,480,000	75,733	906,000	150,000	831,733
211	Road Maintenance Rehab.	960,026	830,000	1,300,000	490,026	840,000	-	1,330,026
212	Measure M2	21,666	3,868,245	3,867,745	22,166	3,420,500	3,420,000	22,666
214	AB 2766 - AQMD	82,998	43,000	60,000	65,998	43,000	60,000	48,998
221	Senior Transportation	277,491	61,000	49,900	288,591	61,000	49,900	299,691
301	CARITS	98,566	5,000	-	103,566	5,000	-	108,566
302	CDBG	-	250,000	250,000	-	250,000	250,000	-
305	Beverage Recycling	4,182	100	4,282	-	-	-	-
306	Waste & Recycling Fee	73,591	187,322	180,000	80,913	187,322	180,000	88,235
307	C&D Forfeiture	328,705	88,000	100,000	316,705	84,000	400,000	705
309	SB1383 Grant	30,390	500	30,890	-	-	-	-
311	Park In-Lieu	126,208	2,005,000	2,000,000	131,208	5,000	-	136,208
312	CASp Fund	34,065	4,500	10,000	28,565	4,500	10,000	23,065
322	Water Conservation	383,996	-	380,000	3,996	-	-	3,996
401	Public Art	135,402	2,000	-	137,402	2,000	-	139,402
421	SLESF	40,571	151,000	170,000	21,571	151,000	170,000	2,571
451	Liability Self-Insurance	161,300	-	-	161,300	-	161,300	-
452	Park Equipment Replacem.	65,700	-	-	65,700	-	-	65,700
454	Sports Complex Equip. Repl.	20,000	-	-	20,000	-	-	20,000
455	Comm. Center Equip. Repl.	15,100	-	-	15,100	-	-	15,100
456	Storm Drain/Slope Reserve	-	-	-	-	-	-	-
600	Capital Impr. Program	-	9,852,745	9,852,745	-	8,753,000	8,753,000	-
650	Debt Service Fund	-	-	-	-	-	-	-
ALL FUNDS		22,689,732	46,246,688	48,949,257	19,987,164	48,360,565	48,098,185	20,249,544



City of Laguna Hills
Summary of Transfers In and Transfers Out
For Fiscal Years 2025/2026 & 2026/2027

Transfer Out From		Transfer In To	FY 25/26	FY 26/27
1	421-000-790100 (SLESF)	100-000-490421 (General Fund)	170,000	170,000
	<i>To record transfer of SLESF (COPS grant) to General Fund to support Public Safety</i>			
2	100-000-790221 (General Fund)	221-000-490100 (Senior Mobility)	10,000	10,000
	<i>To record transfer of funds for 20% General Fund match as required by the Senior Mobility guidelines</i>			
3	100-000-790600 (General Fund)	600-000-490100 (CIP Fund)	1,350,000	5,713,000
	210-000-790600 (Gas Tax HUTA)	600-000-490210 (CIP Fund)	1,480,000	150,000
	211-000-790600 (Gas Tax RMRA)	600-000-490211 (CIP Fund)	1,300,000	-
	212-000-790600 (Measure M2)	600-000-490212 (CIP Fund)	3,092,745	2,640,000
	302-000-790600 (CDBG)	600-000-490302 (CIP Fund)	250,000	250,000
	311-000-790600 (Quimby Park)	600-000-490311 (CIP Fund)	2,000,000	-
	322-000-790600 (Water Conservation)	600-000-490322 (CIP Fund)	380,000	-
	<i>To record transfer from Special Revenue Funds into the CIP Fund for capital project expenditures</i>			
4	307-000-790100 (C&D Forfeiture Recyc. Fund)	100-000-490307 (General Fund)	-	300,000
	<i>To record the reimbursement to the General Fund for prior year costs related to waste, recycling, and refuse negotiations.</i>			
5	451-000-790100 (Self Insured Liability Fund)	100-000-490451 (General Fund)	-	161,300
	<i>To record the close out of the Self-Insured Liability Fund, which is no longer needed due to new insurance carrier.</i>			



Fiscal Years

2025/2026 & 2026/2027

General Fund Summary



City of Laguna Hills
General Fund Summary
For Fiscal Years 2025/2026 & 2026/2027

	FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
BEGINNING FUND BALANCE	13,024,596	20,817,764	24,076,831	19,165,041	17,958,622
REVENUE SUMMARY					
PROPERTY TAXES	13,069,248	13,581,708	13,684,643	14,427,518	14,701,962
SALES TAXES	6,930,366	6,193,444	6,479,930	6,457,928	6,634,391
OTHER TAXES & FEES	1,801,839	1,761,838	616,000	645,000	583,000
FRANCHISE FEES & REIMB	1,326,572	1,344,948	1,250,000	1,623,075	1,637,000
TRANSIENT OCCUPANCY TAXES	1,122,644	1,161,390	1,250,000	1,467,000	1,480,000
FINES & FORFEITURES	224,731	244,299	190,000	242,000	247,000
INTEREST INCOME	538,433	1,211,902	892,500	779,000	760,000
CHARGES FOR SERVICES	2,146,282	1,806,340	2,047,718	1,875,755	1,933,590
GRANTS & MISC REVENUE	215,912	741,489	450,000	190,000	4,910,000
TOTAL REVENUE	27,376,027	28,047,359	26,860,791	27,707,276	32,886,943
TRANSFERS IN	4,242,118	151,000	901,000	300,000	761,300
TOTAL REVENUES & TRANSFERS IN	31,618,145	28,198,359	27,761,791	28,007,276	33,648,243
EXPENDITURE SUMMARY					
GENERAL GOVERNMENT	2,703,675	2,596,087	3,137,555	2,808,302	2,917,953
NON-DEPARTMENTAL	1,653,155	1,444,222	1,795,795	1,918,624	1,949,486
COMMUNITY DEVELOPMENT	1,405,879	1,574,073	1,704,746	1,619,646	1,619,919
COMMUNITY SERVICES	2,481,309	2,500,298	2,685,840	2,202,408	2,268,757
PUBLIC WORKS	4,315,837	5,157,348	6,251,302	6,241,585	6,371,312
PUBLIC SAFETY	10,098,506	10,968,679	12,368,834	13,063,130	13,643,558
TOTAL EXPENDITURES	22,658,360	24,240,706	27,944,073	27,853,695	28,770,985
TRANSFERS OUT	1,166,617	698,585	4,729,507	1,360,000	5,723,000
TOTAL EXPENDITURES & TRANSFERS OUT	23,824,977	24,939,292	32,673,581	29,213,695	34,493,985
REVENUE OVER/(UNDER) EXPENDITURES	7,793,168	3,259,067	(4,911,790)	(1,206,419)	(845,742)
ENDING FUND BALANCE	20,817,764	24,076,831	19,165,041	17,958,622	17,112,881
SUMMARY OF EXPENSES BY FUNCTION					
SALARIES & BENEFITS	5,076,022	5,301,093	6,035,519	5,954,638	6,132,531
MATERIALS, SUPPLIES, & SERVICES	17,582,338	18,939,613	21,908,554	21,899,057	22,638,454
TRANSFERS OUT	1,166,617	698,585	4,729,507	1,360,000	5,723,000
TOTALS	23,824,977	24,939,292	32,673,581	29,213,695	34,493,985

GENERAL FUND RESERVES SCENARIOS					
35% OF OPERATING EXPENDITURES	7,930,426	8,484,247	9,780,426	9,748,793	10,069,845
FUND BALANCE ABOVE 35% RESERVE	12,887,338	15,592,584	9,384,616	8,209,829	7,043,036
	20,817,764	24,076,831	19,165,041	17,958,622	17,112,881
50% OF OPERATING EXPENDITURES	11,329,180	12,120,353	13,972,037	13,926,848	14,385,492
FUND BALANCE ABOVE 50% RESERVE	9,488,584	11,956,478	5,193,005	4,031,775	2,727,388
	20,817,764	24,076,831	19,165,041	17,958,622	17,112,881



Fiscal Years

2025/2026 & 2026/2027

General Fund Revenues



City of Laguna Hills
General Fund Revenue Detail
For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
100-000-400000	Property Taxes - Secured Current	8,291,643	8,842,231	8,941,812	9,418,460	9,606,859
100-000-400100	Property Taxes - Secured Homeowners	36,978	36,282	34,378	34,792	34,097
100-000-400200	Property Taxes - Secured Supplemental I	347,277	220,157	205,933	203,665	199,592
100-000-400300	Property Taxes - Secured Public Utility	86,946	86,459	75,870	96,122	98,045
100-000-401000	Property Taxes - Unsecured Current	243,669	268,921	270,964	290,345	296,152
100-000-402000	Property Taxes - Prior Year Secured	42,922	59,601	47,921	55,000	56,100
100-000-402100	Property Taxes - Prior Year Unsecured	5,205	3,837	5,000	5,000	5,100
100-000-402200	Property Taxes - Prior Year Supplementa	4,411	12,708	5,000	5,000	5,100
100-000-403100	Property Taxes - Secured Prior Year Pen	11,835	14,396	15,000	15,000	15,300
100-000-403200	Property Taxes - Supplemental Prior Yea	1,090	2,495	1,500	2,000	2,040
100-000-403300	Property Taxes - Interest	11,453	24,249	9,000	15,000	15,300
100-000-404000	Real Property Transfer Tax	448,562	232,962	230,000	230,000	230,000
100-000-406000	Property Tax In Lieu of VLF	3,526,064	3,765,777	3,822,265	4,045,134	4,126,037
100-000-407000	Property Taxes - Miscellaneous	11,193	11,634	20,000	12,000	12,240
PROPERTY TAX REVENUE		13,069,248	13,581,708	13,684,643	14,427,518	14,701,962
100-000-410000	Sales & Use Tax	6,930,366	6,193,444	6,479,930	6,457,928	6,634,391
SALES TAX REVENUE		6,930,366	6,193,444	6,479,930	6,457,928	6,634,391
100-000-413000	Motor Vehicle In Lieu Tax	32,177	38,775	32,000	40,000	42,000
100-000-416000	Special State Subvention (SB 90)	80,839	28,546	-	21,000	21,000
100-000-419050	County Landfill Agreement	57,574	62,891	63,000	64,000	-
100-000-436001	Admin Fee - Waste Recycling	17,716	18,094	21,000	20,000	20,000
100-000-452051	DA Community Benefit Fee	1,613,533	1,613,533	500,000	500,000	500,000
OTHER TAXES AND FEES		1,801,839	1,761,838	616,000	645,000	583,000
100-000-430000	Franchise Fees - Cable TV	347,591	310,309	305,000	295,000	287,000
100-000-431000	Franchise Fees - SDGE	260,897	287,975	225,000	250,000	260,000
100-000-432000	Franchise Fees - So Cal Edison	269,107	258,673	250,000	255,000	260,000
100-000-433000	Franchise Fees - So Cal Gas Co	103,810	135,232	110,000	120,000	120,000
100-000-434000	Reimbursements - Waste Disposal	345,166	352,760	360,000	703,075	710,000
FRANCHISE FEES & REIMBURSEMENTS		1,326,572	1,344,948	1,250,000	1,623,075	1,637,000
100-000-435000	TOT - The Hills VOCO	<i>data withheld for confidentiality purposes</i>				
100-000-435000	TOT - Sonesta	<i>data withheld for confidentiality purposes</i>				
100-000-435000	TOT - Laguna Hills Lodge	<i>data withheld for confidentiality purposes</i>				
100-000-435000	TOT - Tiller House	<i>data withheld for confidentiality purposes</i>				
TRANSIENT OCCUPANCY TAXES		1,122,644	1,161,390	1,250,000	1,467,000	1,480,000
100-000-460000	Vehicle Code Fines	78,429	131,696	100,000	140,000	145,000
100-000-460100	Parking Citations	119,225	86,057	75,000	80,000	80,000
100-000-461000	Court Fines	27,077	26,546	15,000	22,000	22,000
FINES & FORFEITURES		224,731	244,299	190,000	242,000	247,000
100-000-470000	Interest Earnings - Investments	455,704	1,098,383	892,500	779,000	760,000
100-000-470010	Interest Earnings - GASB 87 Leases	22,680	19,229	-	-	-
100-000-470100	Interest Earnings - Fair Value Adj.	60,050	94,289	-	-	-
INTEREST INCOME		538,433	1,211,902	892,500	779,000	760,000

Account	Description	FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
100-000-442000	Building Related Permits	664,959	601,006	690,000	636,800	655,280
100-000-442005	Plan Check Fees	309,248	204,842	230,000	220,000	226,000
100-000-442007	Imaging Plans & Documents Fee	54,828	13,412	46,000	10,000	10,000
new account	Building & Planning IT Fee	-	-	-	31,000	31,900
100-000-443001	Transportation Permit	2,856	2,296	1,500	1,500	1,500
100-000-443003	Parking Permits	6,645	8,518	2,000	5,500	5,500
100-000-444000	Encroachment Permit	179,612	95,124	175,000	100,000	100,000
100-000-451000	Recreation Fees	84,895	105,811	150,000	105,000	105,000
100-000-451100	Recreation Fees - Reservations	254,760	206,376	190,000	240,000	265,000
100-000-451105	Recreation Fees - Outdoor Reservations	51,578	35,985	50,000	-	-
100-000-451200	Recreation Fees - July 4th Special Events	4,761	5,928	10,000	-	-
100-000-451600	Recreation Fees - 5K Registration	171,944	210,703	170,000	-	-
100-000-451601	Recreation Fees - 5K Sponsorship & Expc	3,500	-	-	-	-
100-000-451700	Recreation Fees - Heritage Day Booth	8,619	4,770	8,000	-	-
100-000-451701	Recreation Fees - Special Events	19,700	12,500	24,000	230,000	235,000
100-000-452000	Plan Check Fee - Fee Base	13,204	-	37,000	-	-
100-000-452001	Planning & Zoning Related Fees	70,803	67,419	37,000	40,000	40,800
100-000-452050	Development Agreement Administrator	20,000	20,600	21,218	21,855	22,510
100-000-453001	Improvement Inspection Fees	61,336	46,876	35,000	60,000	60,000
100-000-455001	Rental Fees	126,046	131,418	129,000	132,000	133,000
100-000-455002	Library Lease & Facility Use	42,000	42,000	42,000	42,000	42,000
100-000-455012	GASB 87 - Lease Clearing Revenue	(124,300)	(122,054)	-	-	-
100-000-455015	GASB 87 - Lease Revenue	119,104	112,670	-	-	-
100-000-456001	Sale of Publications & Maps	184	140	-	100	100
CHARGES FOR SERVICES		2,146,282	1,806,340	2,047,718	1,875,755	1,933,590
100-000-422000	Grants - State of California	49,994	457,405	200,000	-	-
100-000-424000	Grants - Federal Funds	-	15,647	200,000	140,000	4,860,000
100-000-459000	Miscellaneous Revenue	165,918	268,438	50,000	50,000	50,000
GRANTS & MISCELLANANEOUS REVENUE		215,912	741,489	450,000	190,000	4,910,000
100-000-490210	Transfers In from Gas Tax (HUTA) Fund	61,428	-	-	-	-
100-000-490212	Transfers In from Measure M2 Fund	199,980	-	-	-	-
100-000-490307	Transfers In from C&D Forfeiture Fund	-	-	-	-	300,000
100-000-490400	Transfers In from Grants & Contribution	82,021	-	-	-	-
100-000-490421	Transfers In from Suppl Law Enforcemer	166,000	151,000	151,000	170,000	170,000
100-000-490432	Transfers In from ARPA Fund	3,732,689	-	-	-	-
100-000-490451	Transfers In from Liability Self-Insurance	-	-	-	-	161,300
100-000-490650	Transfers In from Debt Service Fund	-	-	750,000	-	-
100-000-490800	Transfers In from Civic Center Leasing	-	-	-	130,000	130,000
TRANSFERS IN		4,242,118	151,000	901,000	300,000	761,300
TOTAL GENERAL FUND REVENUES		31,618,145	28,198,359	27,761,791	28,007,276	33,648,243



Fiscal Years

2025/2026 & 2026/2027

General Fund Expenditures - General Government



General Government

Description

The General Government Department consists of the legislative, executive, and administrative oversight of all City operations. All expenditures and activities related to the City Council, City Manager, City Attorney, City Clerk, and Administrative Services are included in this Department.

Mission Statement

Formulate and implement policies, practices, and services that respond to the needs, values, and interests of the citizens of Laguna Hills, all the while overseeing and supporting the operations of the City so as to deliver a high level of service, in a manner that is financially sustainable and ensures legal compliance with all Federal, State, and local statutes.

Functional Areas

- **Executive Management** (City Council Support, Policy Implementation, Contract Administration, Operations Management, and Organizational Development)
- **Intergovernmental Relations** (Orange County Fire Authority, Association of California Cities, Orange County Public Library Board, San Joaquin Toll Road Agency, and Miscellaneous Regional Advisory Body Representation)
- **Legal Services** (General Counsel, Special Counsel, and Litigation)
- **Economic Development** (Retention and Attraction)
- **Finance** (Financial Reporting and Analysis, Internal Control Development and Compliance, Audit Coordination and External Accountability, Budget Coordination and Program Evaluation, Cash Management and Investments, Debt Management, Purchasing, and Payroll)
- **Risk Management** (Liability Protection, Purchasing, Claims Processing and Defense, Risk Assessment, Inspections, Incident Reporting & Investigations, Safety Audits, and Safety Training)

- **Personnel** (Training and Development, Administration of Employee Benefits and Compensation Plans, Recruitment, and Human Services)
- **City Clerk** (Municipal Code, Agenda Preparation, Custody of Records, and Elections and Campaign Statement Filings)

Budgeted Staffing

	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27
City Council	5.00	5.00	5.00
Full-time	9.00	9.00	9.00
Total	14.00	14.00	14.00



City of Laguna Hills
General Fund Expenditure - General Government
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
100-155-510000	Salaries - Full-Time	1,281,063	1,261,113	1,265,236	1,441,677	1,484,927
100-155-518000	Auto Allowance	8,800	9,600	9,600	9,600	9,600
100-155-520000	FICA/Medicare	17,559	17,167	18,485	21,044	21,675
100-155-521000	Retirement	180,131	173,031	162,977	200,269	206,277
100-155-521002	Retirement - Council	842	842	842	842	842
100-155-530000	Health Insurance	276,718	321,195	356,032	380,066	391,468
100-155-530200	Group Life - Basic	3,289	3,580	3,597	3,868	3,984
100-155-540000	Workers' Comp & Unemployment	3,906	-	-	-	-
100-155-542000	Disability Insurance	7,069	7,558	7,705	8,136	8,380
100-155-610000	Memberships & Subscriptions	3,201	4,582	6,000	6,000	6,200
100-155-610001	Memberships - LOCC	13,949	7,184	15,000	7,500	-
100-155-610002	Memberships - ACC-OC	8,407	4,139	9,500	9,000	9,200
100-155-610003	Memberships - OCCOG	6,557	6,459	7,500	7,000	7,100
100-155-610004	Memberships - LAFCO	4,543	5,161	5,816	6,000	6,200
100-155-610005	Memberships - SCAG	3,856	4,038	4,505	4,800	5,000
100-155-610007	Memberships - US Conf. of Mayors	-	-	-	4,000	4,100
100-155-611000	Training, Conferences, & Meetings	5,167	2,083	7,000	20,000	20,000
100-155-611001	Staff Development & Team Building	-	4,630	10,000	10,000	10,000
100-155-612000	Travel, Conferences & Meetings	4,930	4,500	12,000	-	-
100-155-612001	Travel - League of CA Cities	466	6,285	21,000	-	-
100-155-612002	Travel - ACC-OC	16,772	2,897	7,000	-	-
100-155-613000	Mileage Reimbursement	259	214	200	-	-
100-155-620000	Office Supplies	9,259	8,999	6,000	-	-
100-155-622000	Operating Supplies	20,135	6,228	6,200	13,000	13,000
100-155-623000	Printing & Mailing	38	1,413	1,000	1,500	1,500
100-155-624001	Advertising - Legal	16,698	8,993	15,000	10,000	15,000
100-155-625000	Postage & Delivery	2,331	1,715	1,000	-	-
100-155-626000	Subscriptions & Books	3,041	754	2,500	-	-
100-155-646100	Vehicles - Fuel & Maintenance	-	90	1,500	1,500	1,500
100-155-662000	Bank & Merchant Service Fees	40,381	42,794	41,000	40,000	40,000
100-155-695000	Community Assistance & Public Relation	58,198	43,345	50,000	20,000	20,000
100-155-700000	Professional Services - Administration	22,940	20,061	40,000	40,000	40,000
100-155-700010	Legal Services - General Counsel	396,993	330,273	425,000	400,000	410,000
100-155-700011	Legal Services - Litigation	47,484	105,140	394,860	-	-
100-155-700020	Professional Services - Legislative	11,600	-	-	-	-
100-155-700026	Professional Services - Business Attract/	-	10,000	10,000	-	-
100-155-700030	Professional Services - City Clerk Suppor	20,268	12,971	15,000	20,000	13,000
100-155-700050	Professional Services - Financial	24,489	20,830	36,000	69,500	70,000
100-155-700051	Professional Services - Annual Financial	67,470	36,550	37,500	-	-
100-155-700052	Professional Services - Sales Tax Compli	16,220	34,770	15,000	-	-
100-155-700055	Professional Services - Prop Tax Compli	12,314	12,912	12,500	-	-
100-155-720030	General Municipal Election Services	35,258	-	42,500	-	45,000
100-155-720055	County Property Tax Admin Fee	51,076	51,992	55,000	53,000	54,000
TOTAL EXPENDITURES		2,703,675	2,596,087	3,137,555	2,808,302	2,917,953

SUMMARY BY FUNCTION:

SALARIES & BENEFITS	1,779,376	1,794,085	1,824,474	2,065,502	2,127,153
MATERIALS, SUPPLIES, & SERVICES	924,299	802,002	1,313,081	742,800	790,800
TOTALS	2,703,675	2,596,087	3,137,555	2,808,302	2,917,953



City of Laguna Hills

General Government

For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 25/26	FY 26/27
610000	Memberships and Subscriptions - Includes CCAC, IIMC, Notary, OCCMA, & CCMF	6,000	6,200
610001	Memberships - LOCC - League of California Cities (partial for calendar year 2025)	7,500	-
610002	Memberships - ACC-OC - Association of California Cities - Orange County	9,000	9,200
610003	Memberships - OCCOG - Orange County Council of Governments	7,000	7,100
610004	Memberships - LAFCO - Local Agency Formation Commission	6,000	6,200
610005	Memberships - SCAG - Southern California Association of Governments	4,800	5,000
610007	Memberships - US Conference of Mayors - Membership to US Conference of Mayors	4,000	4,100
611000	Training, Conferences, & Meetings	20,000	20,000
611001	Staff Development & Team Building - Staff lunches, Council lunches, management retreat	10,000	10,000
612000	Travel, Conferences & Meetings - Combined into account 611000 above	-	-
612001	Travel - League of CA Cities - Includes travel for 5 Councilmembers and City Manager	-	-

612002	Travel - ACC-OC - Includes general meetings and Sacramento advocacy	-	-
613000	Mileage Reimbursement - Combined into account 611000 above	-	-
620000	Office Supplies - Combined into account 622000 below	-	-
622000	Operating Supplies	13,000	13,000
623000	Printing	1,500	1,500
624001	Advertising - Legal - Mandated legal publications and advertisements	10,000	15,000
625000	Postage & Delivery	-	-
626000	Subscriptions & Books - Combined into accounts 610000 & 622000	-	-
646100	Vehicles - Fuel & Maintenance	1,500	1,500
662000	Bank & Merchant Service Fees - Credit card fees, banking costs	40,000	40,000
695000	Community Assistance / Public Relations - LHPTSA Grad night (\$6k), LHPTSA scholarship (\$2k), Chamber of Commerce (\$10k), marketing materials, etc.	20,000	20,000
700000	Professional Services - Administration	40,000	40,000
700010	Legal Services-General Counsel	400,000	410,000
700011	Legal Services-Litigation	-	-

700026	Prof Svcs - Business Attraction & Retention - Combined into account 695000 above	-	-
700030	Professional Svcs- City Clerk Functional Support - Code publishing, off-site data storage, document imaging	20,000	13,000
700050	Professional Services - Financial - GASB updates, SB90 recovery, ACFR services, annual city audit cost, HdL sales tax, compliance audits	69,500	70,000
700051	Professional Services - Annual Financial Audit - Combined into account 700050 above	-	-
700052	Compliance Audit Services - Sales Tax - Combined into account 700050 above	-	-
700055	Professional Services - Compliance Audits - Combined into account 700050 above	-	-
720030	General Municipal Election Services - County of Orange consolidated election cost	-	45,000
720055	County Property Tax Admin Fee - County of Orange cost to collect & administer property taxes	53,000	54,000



Fiscal Years
2025/2026 & 2026/2027
General Fund Expenditures -
Non-departmental



Non-Departmental

Description

The Non-Departmental Department encompasses functions that are essential to the operation of the City but do not fall within the jurisdiction of any single department or are expenditures of an organization-wide nature. Most notably, this includes the Information Technology (IT) function.

The IT division is responsible for the support and management of the City's information services, including software applications and computer hardware, at the Civic Center and the Community Center and Sports Complex.

Mission Statement

Support the operations of the City in order to maintain and enable the efficient management and administration of the City.

Functional Areas

- **Network & Desktop Support** (Data back-up, network maintenance, desktop maintenance, printers)
- **Software Support** (Department software systems, data management, website, and intranet)
- **Liability Protection** (General liability, property, and vehicle insurance)

Budgeted Staffing

	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27
Full-time	1.00	1.00	1.00



City of Laguna Hills
General Fund Expenditure - Non-Departmental
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget / Estimate	Request	Request
100-195-510000	Salaries - Full-Time	125,768	129,043	130,754	129,966	133,865
100-195-520000	FICA/Medicare	1,710	1,781	1,896	1,885	1,942
100-195-521000	Retirement	9,094	43,898	15,117	19,486	20,071
100-195-522000	Pension UAL	391,982	365,511	462,691	553,256	569,854
100-195-530000	Health Insurance	12,375	10,437	8,031	8,089	8,332
100-195-530200	Group Life - Basic	405	417	417	431	444
100-195-540000	Workers' Comp & Unemployment	24,783	78,777	72,561	-	-
100-195-542000	Disability Insurance	855	867	867	879	905
100-195-550000	Employee Benefits Plan Administrative	20,116	1,100	1,300	1,200	1,200
100-195-610000	Memberships & Subscriptions	90	63	200	400	400
100-195-611000	Training, Conferences, & Meetings	162	-	6,029	2,000	2,000
100-195-617000	Recruitment	8,198	7,306	5,000	5,000	5,000
100-195-620000	Office Supplies	10,423	5,469	12,156	-	-
100-195-621000	Computer Supplies	12,431	11,478	12,500	-	-
100-195-622000	Operating Supplies	8,296	12,788	17,500	42,000	42,000
100-195-623000	Printing & Mailing	2,433	1,834	5,000	14,000	14,000
100-195-625000	Postage & Delivery	3,434	10,940	9,000	-	-
100-195-630000	Communications	48,874	52,347	47,406	53,000	54,000
100-195-641000	Equipment Rentals & Leases	2,298	2,121	2,200	2,500	2,500
100-195-641200	Copier Leases	15,422	18,011	18,700	18,700	18,700
100-195-646000	Equipment Maintenance & Repairs	7,256	2,500	2,500	4,000	4,000
100-195-647000	Computer Equipment Maintenance	548	98	1,000	-	-
100-195-690000	General Liability Loss Coverage	470,299	176,696	154,962	-	-
100-195-690100	Property Loss Coverage	92,933	53,560	65,870	-	-
100-195-690150	Earthquake Loss Coverage	41,812	60,290	81,975	-	-
100-195-690200	Commercial Crime Loss Coverage	4,300	4,950	4,950	-	-
100-195-690300	CJPIA Insurance	47,093	7,225	12,222	538,594	554,752
100-195-700090	IT Contract Services & Support	55,574	72,450	166,550	501,538	493,821
100-195-720050	Contract Services - Software Support	147,154	195,976	231,332	-	-
100-195-940000	Computer Hardware	87,036	116,291	245,109	21,700	21,700
TOTAL EXPENDITURES		1,653,155	1,444,222	1,795,795	1,918,624	1,949,486

SUMMARY BY FUNCTION:

SALARIES & BENEFITS	542,189	551,955	619,773	713,992	735,413
MATERIALS, SUPPLIES, & SERVICES	1,110,965	892,268	1,176,022	1,204,632	1,214,073
TOTALS	1,653,155	1,444,222	1,795,795	1,918,624	1,949,486



City of Laguna Hills
Non-departmental
For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 25/26	FY 26/27
540000	Workers' Comp/Unemployment - Combined into 690300 below	-	-
550000	Employee Benefits Plan Administrative Fees - FSA admin fees through WEX, plan discrimination fee	1,200	1,200
610000	Memberships and Subscriptions - MISAC and MMASC memberships	400	400
611000	Training, Conferences, & Meetings	2,000	2,000
617000	Recruitment - Supplies and services for job postings, flyers, brochures	5,000	5,000
620000	Office Supplies - Combined into 622000 below	-	-
621000	Computer Supplies - Combined into 622000 below	-	-
622000	Operating Supplies - Citywide building supplies, IT items, meeting supplies	42,000	42,000
623000	Printing & Mailing - Printing supplies, mailings, flyers	14,000	14,000
625000	Postage & Delivery - Combined into 623000 above	-	-
630000	Communications - Network and internet backbone, WiFi, wireless devices	53,000	54,000

641000	Rent/Lease - Equipment - Lease of mailing machine	2,500	2,500
641200	Rent/Lease - Copier - Lease of copier machines and usage charges	18,700	18,700
646000	Equipment Maintenance & Repairs - Telephone support system maintenance	4,000	4,000
647000	Computer Equipment Maintenance - Combined into 646000 above	-	-
690000	General Liability Loss Coverage - Combined into 690300 below	-	-
690100	Property Loss Coverage - Combined into 690300 below	-	-
690150	Earthquake Loss Coverage - Combined into 690300 below	-	-
690200	Commercial Crime Loss Coverage - Combined into 690300 below	-	-
690300	CJPIA Insurance	538,594	554,752
	- General liability loss coverage	211,767	218,120
	- Property loss coverage, vehicles, mechanical breakdown	111,005	114,335
	- Workers' compensation coverage	66,778	68,781
	- Earthquake loss coverage	134,136	138,160
	- Commercial crime coverage	5,717	5,889
	- CJPIA administration fee	9,191	9,467
700090	IT Contract Services & Software Support - 3rd party IT support (Abtech), software support for Microsoft, Tyler ERP Pro, Energov, Nobel Systems, Civic Rec, all other software costs	501,538	493,821

720050 Contract Serv - Software Support

- Combined into 700090 above

-	-
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940000 Computer Hardware

- Cell phone/laptop purchases, contingency for replacement computer items

21,700	21,700
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Fiscal Years
2025/2026 & 2026/2027
General Fund Expenditures -
Community Development



Community Development

Description

The Community Development Department provides planning, code enforcement, building and safety, and receptionist functions for the City and is organized into two divisions: Planning and Building & Safety.

The Planning division is primarily responsible for implementation of the goals and strategies of the General Plan, which serves as a comprehensive strategy for the management of future growth and change within the community. The Planning Division is also responsible for implementation of the City's Development Code, processing land use and development applications, environmental compliance, housing issues, and long-range planning.

The Building & Safety Division is responsible for building and safety standards in the design, construction, use, and occupancy, of all buildings and structures in the City of Laguna Hills. The Division provides plan checking, permitting, and inspection services for new construction, additions, renovations, alterations, and remodels, to ensure all structures meet the life-safety standards of the Uniform Codes and related federal, state and City-adopted laws and ordinances.

Mission Statement

Provide effective guidance and coordination for all land planning and development activities in the City, to preserve and enhance the health, safety and welfare for all who live, work and visit Laguna Hills, in a manner that promotes a high quality of life as a primary goal.

The Department is committed to fulfilling this mission by providing the highest level of professional service to the City Council and general public, with fair and consistent implementation of the City's policies and regulations, striving to find innovative solutions for residents and businesses, as well as larger community issues.

Functional Areas

- **Development Application Services** (Process Planning Applications for Land Use and Development; Building Permit Plan review for Building Code/ Zoning Code Compliance; Public Inquiries Regarding Land Use and Development; Environmental Compliance)

- **Advanced Planning Services** (General Plan, Specific Plan, and Development Code Amendments; Zone Changes; Participation in Regional Housing, Transportation, Environmental, and Sustainability Planning Activities and Studies; Special Studies; Monitoring Development in Adjacent Jurisdictions)
- **Counter Services** (Public Inquiries regarding Zoning, Land Use, Development, and Building Code regulations; Building Plan Check Intake; Plan Check Routing and Tracking; Permit Fee Estimation; Building Permit Issuance; Fire Prevention Submittals, Over-The-Counter Plans Examination; Code Compliance Requests)
- **Inspection Services** (Zoning Code Compliance; Building Code Inspections; Property Maintenance; Code Compliance)
- **Plan Check Services** (Building Permit Reviews for ADA Compliance, Building, Mechanical, Plumbing, Fire, Electrical Codes, and Energy Codes)

Budgeted Staffing

	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27
Full-time	7.00	7.00	7.00
Part-time	0.00	0.00	0.00
Total	7.00	7.00	7.00



City of Laguna Hills
General Fund Expenditure - Community Development
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
100-225-510000	Salaries - Full-Time	594,172	734,085	811,567	839,312	864,491
100-225-512000	Salaries - Part-Time & Temp	59,291	-	-	-	-
100-225-518000	Auto Allowance	4,800	4,800	4,800	4,800	4,800
100-225-520000	FICA/Medicare	8,820	10,048	11,837	12,240	12,607
100-225-521000	Retirement	70,194	83,348	91,247	93,401	96,203
100-225-530000	Health Insurance	132,620	133,532	149,279	122,573	126,250
100-225-530200	Group Life - Basic	2,184	2,366	2,522	2,576	2,653
100-225-540000	Workers' Comp & Unemployment	591	-	-	-	-
100-225-542000	Disability Insurance	4,422	5,347	5,657	5,704	5,875
100-225-610000	Memberships & Subscriptions	1,757	759	2,300	20,240	20,740
100-225-611000	Training, Conferences & Meetings	569	535	3,000	8,100	5,900
100-225-613000	Mileage Reimbursement	-	-	300	-	-
100-225-613100	Vehicle Fuel	3,989	4,238	4,000	-	-
100-225-622000	Operating Supplies	85	667	1,000	800	800
100-225-623000	Printing & Mailing	149	269	600	700	300
100-225-626000	Subscriptions & Books	225	389	1,200	-	-
100-225-646100	Vehicles - Fuel & Maintenance	763	239	1,000	4,200	4,300
100-225-700000	Professional Services - Building & Safety	372,592	329,766	350,000	350,000	375,000
100-225-700012	Legal Services - Community Developme	7,346	-	-	-	-
100-225-700200	General Planning Services	-	2,063	15,000	65,000	65,000
100-225-700201	Plan Application	35,557	8,210	40,000	25,000	20,000
100-225-700225	Housing Element	62,124	235,681	149,437	50,000	-
100-225-700227	Objective Design Standards	-	2,758	-	-	-
100-225-720512	Contract Services	43,631	14,975	60,000	15,000	15,000
100-225-700400	Economic Development	-	-	-	-	-
TOTAL EXPENDITURES		1,405,879	1,574,073	1,704,746	1,619,646	1,619,919

SUMMARY BY FUNCTION:

SALARIES & BENEFITS	877,094	973,525	1,076,909	1,080,606	1,112,879
MATERIALS, SUPPLIES, & SERVICES	528,785	600,548	627,837	539,040	507,040
TOTALS	1,405,879	1,574,073	1,704,746	1,619,646	1,619,919



City of Laguna Hills

Community Development

For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 25/26	FY 26/27
610000	Memberships and Subscriptions - CoStar, American Planning Assoc. & American Institute of Certified Planners	20,240	20,740
611000	Training, Conferences & Meetings - Workshops, seminars, & conferences with APA and PDAOC	8,100	5,900
613000	Mileage Reimbursement - Combined into 611000 above	-	-
613100	Vehicle-Fuel - Combined into 646100 below	-	-
622000	Operating Supplies	800	800
623000	Printing & Mailing - For public notices, workshops, and meetings	700	300
626000	Subscriptions & Books - Combined into 610000 above	-	-
646100	Vehicles - Fuel & Maintenance	4,200	4,300
700000	Prof. Svcs - Building & Safety - Contract with Charles Abbott Associates for building services. Expense is based upon building permit revenues.	350,000	375,000
700200	General Planning Services - As needed planning studies and engineering services	65,000	65,000
700201	Plan Application Services - Technical studies and feasibility studies from plan applications	25,000	20,000

700225	Housing Element	50,000	-
	- Implementation, pre-approved ADU, zoning cleanup, objective design		
720512	Contract Services	15,000	15,000
	- Funds for specific studies and services, like Density Bonus, Inclusionary Housing Ordinance, Sign Code Update, Hillside Development Guidelines, and Business Attraction & Retention Services		
700400	Economic Development	-	-
	- Funds for marketing materials, retail strategy consultants, ICSC travel & meetings		



Fiscal Years
2025/2026 & 2026/2027
General Fund Expenditures -
Community Services



Community Services

Description

Community Services programs are a valuable service that the City provides to enhance the quality of life for its citizens. Laguna Hills strives to offer superior recreation programs for all ages. The Community Services Department provides recreation classes, special events, excursions, camps, athletic programs, and disability services in response to the demands of the community.

Mission Statement

Provide quality recreation programming that promotes a healthy lifestyle, self-esteem, family life, community spirit, and public welfare.

Functional Areas

- **Special Events** (Fourth of July, Memorial Day race, and seasonal celebrations)
- **Early Childhood and Children's Programs** (Pre-school, sports and athletics, cooking, music, art and science classes, theatre and camp programs)
- **Adult Programs** (Sports leagues, physical fitness, and personal development classes)
- **Disability Services** (Circle of friends program, dances, classes, and special events)
- **Senior Programs** (Physical fitness and personal development classes, and senior dial-a-taxi service)
- **Historical Information** (City monument site, fossil display, classes, special events, and walking tour)
- **Cultural Arts Programs** (Music and theater productions)

Budgeted Staffing

	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27
Full-time	6.00	4.00	4.00
Part-time	10.00	10.00	10.00
Total	16.00	14.00	14.00



City of Laguna Hills
General Fund Expenditure - Community Services
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget / Estimate	Request	Request
100-310-510000	Salaries - Full-Time	669,063	644,400	720,753	461,456	475,300
100-310-512000	Salaries - Part-Time & Temp	178,459	209,169	245,733	290,000	298,700
100-310-518000	Auto Allowance	7,200	7,200	7,200	4,800	4,800
100-310-520000	FICA/Medicare	11,612	11,782	14,408	10,966	11,295
100-310-521000	Retirement	131,618	117,643	99,937	71,807	73,961
100-310-521002	Retirement - PTS	2,129	2,850	4,982	5,438	5,601
100-310-530000	Health Insurance	136,989	152,361	166,779	74,772	77,015
100-310-530200	Group Life - Basic	2,132	2,096	2,091	1,408	1,450
100-310-540000	Workers' Comp & Unemployment	546	35	-	-	-
100-310-542000	Disability Insurance	4,721	4,721	4,716	3,206	3,302
100-310-610000	Memberships & Subscriptions	694	999	1,095	3,595	3,595
100-310-611000	Training, Conferences & Meetings	1,011	5,378	6,000	6,500	3,200
100-310-611500	Certification/License Fees	811	674	2,011	-	-
100-310-613000	Mileage Reimbursement	24	554	200	-	-
100-310-613100	Vehicle Fuel	2,046	3,719	3,000	-	-
100-310-620500	Office Supplies - Community Center	7,020	5,474	5,000	-	-
100-310-622000	Operating Supplies	-	-	-	15,000	15,000
100-310-622005	Operating Supplies - Community Center	4,889	6,382	5,000	-	-
100-310-622100	Operating Supplies - Uniforms	1,272	1,994	3,000	-	-
100-310-622500	Program & League Supplies	4,044	1,870	3,500	13,500	13,500
100-310-622501	Supplies - Youth Leagues	-	-	4,500	-	-
100-310-622502	Supplies - Adult Leagues	1,623	9,179	7,750	-	-
100-310-623500	Printing - Program Services	320	-	9,150	-	-
100-310-624500	Printing & Advertising	1,752	11,127	9,500	11,000	13,000
100-310-626000	Subscriptions & Books	1,919	1,432	975	-	-
100-310-630000	Communications	3,996	6,068	5,000	5,000	5,000
100-310-631000	Utilities - Electric	127,085	129,951	100,000	130,000	130,000
100-310-632000	Utilities - Gas	5,421	3,062	3,500	3,500	3,500
100-310-635000	Utilities - Water	9,556	8,667	9,000	9,000	9,000
100-310-641000	Equipment Rentals & Leases	9,322	11,463	4,000	6,000	6,000
100-310-641100	Vehicle Rentals	-	-	1,000	-	-
100-310-645500	Facility Maintenance & Repairs	117,407	115,667	80,000	125,000	125,000
100-310-646100	Vehicles - Fuel & Maintenance	9,461	7,042	5,000	9,000	9,000
100-310-646000	Equipment Maintenance & Repairs	3,631	2,238	4,000	3,000	3,000
100-310-662000	Bank & Merchant Service Fees	20,192	28,248	23,000	28,000	28,000
100-310-690500	Insurance - Recreational Classes	842	2,987	3,500	-	-
100-310-690501	Facility Rentals - Insurance/Security	-	-	-	15,000	15,000
100-310-695000	Community Assistance & Public Rel.	-	-	-	7,000	7,000
100-310-695500	Special Events - Program Services	164,901	18,552	17,000	39,000	39,000
100-310-695501	Day Camps	13,865	-	-	-	-
100-310-695502	Special Needs Program	127	1,047	2,000	-	-
100-310-695503	Build A Fort Camps	-	9,885	10,000	-	-
100-310-695504	Exhibits & Educational Programs	3,114	12,113	30,000	20,000	20,000
100-310-695505	Cultural Excursions	215	2,084	2,000	-	-
100-310-695506	Teen Camps & Programs	-	-	5,000	-	-
100-310-695507	Marathon 5k	203,847	217,002	205,000	215,000	220,000
100-310-695508	July Fourth Celebration	86,884	92,093	105,500	108,000	110,000
100-310-695509	Holiday Decorations	-	104,500	104,500	120,000	125,000
100-310-695510	Holiday Event Series	-	21,568	24,000	21,500	21,500
100-310-695511	Rooted Volunteer Campaign	-	22,049	25,000	20,000	20,000
100-310-695512	Movies in the Park	-	7,285	10,000	5,000	5,000

100-310-695513	Concerts	-	24,034	34,000	19,000	19,000
100-310-695530	City Anniversary Program	2,505	-	-	-	-
100-310-695531	Heritage Day	58,937	83,466	84,000	-	-
100-310-700000	Professional Services	-	6,472	25,528	-	-
100-310-720301	Contract Services - Property Mgmt	42,000	43,200	-	-	-
100-310-720302	Contract Services - Homelessness	45,039	59,523	74,000	76,960	80,038
100-310-721500	Contract Services - Programs	33,307	28,761	80,000	34,000	54,000
100-310-721505	Contract Services - Janitorial & Sanitatic	170,392	177,264	195,000	200,000	205,000
100-310-910000	Furniture & Equipment	174,653	52,968	88,032	10,000	10,000
100-310-930000	Furniture	422	-	-	-	-
100-310-930500	Furniture - Program Services	2,293	-	-	-	-
TOTAL EXPENDITURES		2,481,309	2,500,298	2,685,840	2,202,408	2,268,757

SUMMARY BY FUNCTION:

SALARIES & BENEFITS	1,144,470	1,152,257	1,266,599	923,853	951,424
MATERIALS, SUPPLIES, & SERVICES	1,336,839	1,348,040	1,419,241	1,278,555	1,317,333
TOTALS	2,481,309	2,500,298	2,685,840	2,202,408	2,268,757



City of Laguna Hills

Community Services

For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 25/26	FY 26/27
610000	Memberships and Subscriptions - Memberships with CPRS, NRPA, ASCAP, BMI (music licensing)	3,595	3,595
611000	Training, Conferences & Meetings - CPRS conference and staff training	6,500	3,200
611500	Certification/License Fees - Combined into 610000 above	-	-
613000	Mileage Reimbursement - Combined into 611000 above	-	-
613100	Vehicle-Fuel - Combined into 646100 below	-	-
622000	Operating Supplies - Meeting supplies, water, coffee, office items, uniforms	15,000	15,000
622005	Operating Supplies Comm Ctr - Combined into 622000 above	-	-
622100	Operating Supplies - Uniforms - Combined into 622000 above	-	-
622500	Program & League Supplies - Materials and supplies for recreation programs, like softball, basketball, volleyball leagues, ping pong, pickleball	13,500	13,500
622501	Supplies-Youth Leagues - Combined into 622500 above	-	-

622502	Supplies-Adult Leagues - Combined into 622500 above	-	-
623500	Printing-Program Services - Combined into 624500 below	-	-
624500	Printing & Advertising - Banners, social media boosts, pamphlets, poster boards	11,000	13,000
626000	Subscriptions & Books - Combined into supplies accounts	-	-
630000	Communications - Phone & internet service	5,000	5,000
631000	Utilities - Electric	130,000	130,000
632500	Utilities - Gas	3,500	3,500
635000	Utilities - Water	9,000	9,000
641000	Rent/Lease - Equipment - Mini storage units	6,000	6,000
641100	Rent/Lease - Vehicle - Rental vehicles for programs/camps	-	-
645500	Facility Maintenance & Repairs - General repairs of the Community Center	125,000	125,000
646100	Vehicles - Fuel & Maintenance - Fuel costs and repairs of 3 vans and 1 truck	9,000	9,000
646000	Equipment Maintenance & Repairs - Kitchen equipment repairs	3,000	3,000
662000	Bank & Merchant Service Fees	28,000	28,000

- Credit card merchant fee for new CivicRec software

690500 Insurance - Recreational Classes	-	-
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- Combined into 721500 below

690501 Facility Rentals - Insurance/Security	15,000	15,000
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- Security guards and extra insurance for facilities

695000 Community Assistance & Public Relations	7,000	7,000
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- Funds for Neighborhood Events

695500 Special Events & Programs	39,000	39,000
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- Special needs program (\$2,000)

- Build-a-fort camp for juniors and older kids (\$13,000)

- Cultural excursions, tours, museums (\$4,000)

- DD dance, parents night out, and other misc. events (\$20,000)

695501 Day Camps	-	-
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- Combined into 695500 above

695502 Special Needs Program	-	-
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- Combined into 695500 above

695503 Build A Fort Camp	-	-
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- Combined into 695500 above

695504 Exhibits & Educational Programs	20,000	20,000
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- Fossil display improvements and materials

695505 Cultural Excursions	-	-
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- Combined into 695500 above

695506 Teen Camps & Programs	-	-
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- Combined into 695500 above

695507 Marathon 5k	215,000	220,000
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695508	July Fourth Celebration	108,000	110,000
695509	Holiday Decorations	120,000	125,000
695510	Holiday Event Series	21,500	21,500
695511	Rooted Volunteer Campaign	20,000	20,000
695512	Movies in the Park	5,000	5,000
695513	Concerts	19,000	19,000
695531	Heritage Day	-	-
700000	Professional Services - Fossil display services combined into 695504 above	-	-
720301	Contract Services - Community Ctr Property Mgmt - Property management services at community center	-	-
720302	Contract Services - Homelessness	76,960	80,038
721500	Contract Services - Program Services - Payments to contract instructors, as well as insurance for programs	34,000	54,000
721505	Contract Services - Janitorial & Sanitation	200,000	205,000
910000	Furniture & Equipment - Room improvements, chairs, tables, dollies, kitchen equipment	10,000	10,000



Fiscal Years
2025/2026 & 2026/2027
General Fund Expenditures -
Public Works



Public Works

Description

The Public Works Department is composed of three divisions: Engineering, Public Works, and Parks.

The Engineering division provides management of the public right-of-way, traffic engineering, civil engineering, water quality administration and capital improvement administration. This division also provides staff support to the City's Traffic Commission, responds to resident concerns regarding traffic safety, monitors regional transportation impacts to the community, interfaces with adjacent communities, and monitors local traffic conditions.

The Public Works division provides maintenance services for all infrastructure in the public right-of-way. The maintenance services, with the exception of administration and maintenance inspection, are provided on a contract basis. The Public Works maintenance function includes pavement repairs, signage, striping, concrete work and street sweeping on the 95 centerline miles of the street system, monitoring of the storm drain system, repair of bicycle trails, and maintenance of 48 traffic signals throughout the City. The division responds to resident calls regarding maintenance issues, provides weekly inspection of the local street system, prepares task orders and oversees the implementation of scheduled maintenance work.

The Parks division performs maintenance inspection and administration of contracts for landscape maintenance of the City's 48 acres of local parks, 26 acres of sports parks, 152 acres of open space and slopes, 15 acres of median islands and parkways; graffiti removal; lighting maintenance; and a variety of repair services.

Mission Statement

Protect and preserve the public's use and ownership of public property and rights-of-way throughout the City.

Provide scheduled and preventive infrastructure maintenance services within public rights-of-way for the benefit of the community.

Provide, create, and maintain a high-quality park, trails and public landscape system that encourages the public's use of park facilities and open space areas, and adds to the overall aesthetic appearance and quality of life for the residents of the City.

Functional Areas

- **Street System** (Life-cycle management of the 95-mile street system)
- **Traffic Control System** (Monitoring of 48 signalized intersections and maintenance of 8,000 signs and 4,000 pavement markings)
- **Flood Control/Water Quality** (Maintenance of drainage facilities and administration of water quality compliance)
- **Management of the Public Right-of-Way** (Encroachment permits, plan checking, and inspection)
- **Traffic Engineering and Traffic Commission Support Services** (Support of the Traffic Commission, traffic safety evaluation, and management of traffic control devices)
- **Capital Improvement Administration** (Planning and budgeting, design, construction management, inspection, and grant applications)
- **Landscape Maintenance** (Parks, parkways, slopes, and median islands)
- **Open Space Maintenance** (Undeveloped areas and trails and weed abatement)
- **Urban Forestry** (Tree inventory and maintenance)

Budgeted Staffing

	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27
Full-time	6.00	6.00	6.00



City of Laguna Hills
General Fund Expenditure - Public Works
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
100-355-510000	Salaries - Full-Time	573,786	642,834	959,310	875,756	902,029
100-355-512000	Salaries - Part-Time & Temp	4,421	-	-	-	-
100-355-518000	Auto Allowance	4,000	4,800	4,800	4,800	4,800
100-355-520000	FICA/Medicare	7,806	8,811	13,980	12,768	13,151
100-355-521000	Retirement	63,579	80,445	108,138	146,123	150,507
100-355-530000	Health Insurance	73,360	85,924	152,540	123,298	126,997
100-355-530200	Group Life - Basic	1,938	2,045	2,865	2,564	2,641
100-355-542000	Disability Insurance	4,003	4,412	6,131	5,376	5,537
100-355-610000	Memberships & Subscriptions	890	1,507	3,000	3,000	3,000
100-355-611000	Training, Conferences & Meetings	1,723	2,455	2,500	4,250	3,250
100-355-613000	Mileage Reimbursement	-	-	250	-	-
100-355-613100	Vehicle Fuel	5,449	4,483	8,000	-	-
100-355-622000	Operating Supplies	18,067	8,094	25,000	25,000	25,000
100-355-623000	Printing & Mailing	17,769	6,681	10,000	10,000	10,000
100-355-626000	Subscriptions & Books	-	231	1,000	-	-
100-355-630000	Communications	-	2,615	250	2,900	2,900
100-355-631000	Utilities - Electric	121,121	125,235	120,000	130,000	130,000
100-355-635000	Utilities - Water	404,780	412,759	530,000	530,000	530,000
100-355-640000	Facility Operations Rentals	9,012	9,012	10,000	10,000	10,000
100-355-646100	Vehicles - Fuel & Maintenance	2,284	27,735	2,500	10,500	10,500
100-355-696000	NPDES Permits & Fees	-	191,404	200,000	205,000	210,000
100-355-700000	Professional Services	-	174,949	480,000	230,000	230,000
100-355-700041	Park Improvement Needs Assessment	7,292	5,750	40,250	-	-
100-355-700100	City Engineer Services	-	20,314	25,000	-	-
100-355-700250	On-Call Engineer Services	23,945	99,295	75,000	175,000	175,000
100-355-700255	Improvement Inspections	156,775	111,718	44,000	200,000	200,000
100-355-700300	Hazard Mitigation Plan	13,132	5,204	21,038	-	-
100-355-720401	Other Public Works Maintenance	167,755	95,299	155,000	195,000	195,000
100-355-720500	Graffiti Removal	81,845	62,298	70,000	70,000	70,000
100-355-720700	Landscape Maintenance	1,172,522	1,188,113	1,590,000	1,475,000	1,554,500
100-355-720701	Parks Maintenance & Repairs	131,682	192,044	165,500	180,000	180,000
100-355-720702	Tree Maintenance	339,286	323,399	530,000	450,000	450,000
100-355-720730	Annual Weed Abatement Program	52,822	59,245	60,000	85,000	90,000
new account	Facility Maintenance	-	-	-	150,000	150,000
100-355-910000	Furniture & Equipment	3,282	85,326	20,000	20,000	20,000
Public Works (Measure M MOE)						
100-356-630000	MOE - Communications	269	340	250	250	250
100-356-631400	MOE - Electric (Streetlights & Signals)	481,843	519,261	500,000	525,000	551,250
100-356-631900	MOE - Electric (On-Bill Financing)	88,938	91,739	90,000	60,000	40,000
100-356-700101	MOE - Traffic Engineer Services	48,609	49,038	95,000	95,000	95,000
100-356-720400	MOE - Street Maintenance	1,160	204,656	-	-	-
100-356-720420	MOE - Traffic Signal Maintenance	230,693	247,879	130,000	230,000	230,000
TOTAL EXPENDITURES		4,315,837	5,157,348	6,251,302	6,241,585	6,371,312

SUMMARY BY FUNCTION:

SALARIES & BENEFITS	732,893	829,271	1,247,764	1,170,685	1,205,662
MATERIALS, SUPPLIES, & SERVICES	3,582,944	4,328,076	5,003,538	5,070,900	5,165,650
TOTALS	4,315,837	5,157,348	6,251,302	6,241,585	6,371,312



City of Laguna Hills
Public Works
For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 25/26	FY 26/27
610000	Memberships and Subscriptions - CA Civil Engineer and Traffic Engineer license fees, American Society of Civil Engineers, American Public Works Association	3,000	3,000
611000	Training, Conferences and Meetings - Attendance at professional org. meetings and training seminars	4,250	3,250
613000	Mileage Reimbursement - Combined into 611000 above	-	-
613100	Vehicle-Fuel - Fuel expense for City owned vehicles	-	-
622000	Operating Supplies - Paper, pens, traffic cones, paint, asphalt cold mix, small tools	25,000	25,000
623000	Printing & Mailing - Reprographics printing and scanning of documents	10,000	10,000
626000	Subscriptions & Books - Collapsed into Membership/Supplies accounts	-	-
630000	Communications - Telephone (irrigation systems), and call answering service	2,900	2,900
631000	Utilities - Electric - Electricity costs associated with parks, buildings and irrigation	130,000	130,000
635000	Utilities - Water - Payments to Moulton Niguel Water and El Toro Water	530,000	530,000
640000	Facility Operations Rentals - Storage units for traffic control devices and motorcycles	10,000	10,000

646100	Vehicles - Fuel & Maintenance	10,500	10,500
696000	NPDES Permits & Fees - National Pollutant Discharge Elimination System permits	205,000	210,000
700000	Professional Services - As needed consultant work (water quality, park, design)	230,000	230,000
700100	City Engineer Services - Combined into 700250 below	-	-
700250	On-Call Engineer Services - As needed civil engineering, land surveying, mapping work	175,000	175,000
700255	Improvement Inspection - Inspection for encroachment permits and CIP projects	200,000	200,000
720401	Other Public Works Maintenance - Expenses related to non-street, non-ROW purposes	195,000	195,000
720500	Graffiti Removal	70,000	70,000
720700	Landscape Maintenance Contract - Citywide landscaping and maintenance	1,475,000	1,554,500
720701	Parks Maintenance & Repairs - Repair of fixtures, hardscape, equipment at park facilities	180,000	180,000
720702	Tree Maintenance	450,000	450,000
720730	Annual Weed Abatement Program - Funds for abatement contractors on public and private parcels	85,000	90,000
new acct	Facility Maintenance & Repairs - Repairs of mechanical, electrical, plumbing, and structural items at the Civic Center and Community Center/Sports Complex	150,000	150,000
910000	Equipment & Machinery - As needed equipment, trailers, radars, machine parts	20,000	20,000

Public Works (Measure M2 MOE)

630000 MOE - Communication

- Traffic signal communications

250	250
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631400 MOE - Electric (Streetlights & Signals)

- Electricity costs for streetlights and signals

525,000	551,250
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631900 MOE - Electric (On-Bill Financing)

- Loan re-payments related to conversion to LED lighting

60,000	40,000
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700101 MOE - Traffic Engineer Services

- Engineering services related to traffic, streets, and signals

95,000	95,000
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720420 MOE - Traffic Signal Maintenance

- Signal maintenance (downed poles, lights out, etc)

230,000	230,000
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Fiscal Years
2025/2026 & 2026/2027
General Fund Expenditures -
Public Safety



Public Safety

Description

The Public Safety Department includes police services, fire and emergency services, crossing guard services, and animal control services.

Police services accounts for the law enforcement contract with the Orange County Sheriff's Department and provides a full-time equivalent police department. Their responsibilities include protection of citizens, enforcement of laws, and crime prevention education.

Fire and emergency services are provided through the Orange County Fire Authority (OCFA). Since the City's inception, the City has contracted with the OCFA for these services. Laguna Hills is a Structural Fire Fund city, with approximately 9.35% of every property tax dollar going directly to OCFA to fund these services.

Animal control services are provided under contract with the City of Mission Viejo. This contract provides for pet care, pet recovery, education and training for residents, licensing, adoption, population control, and other services.

Crossing guard services are provided under contract with All City Management, Inc. The purpose of this function is to provide youth safety through school crossing guards at designated intersections.

Mission Statement

The men and women of the Orange County Sheriff's Department are dedicated to the protection of all we serve. We provide exceptional law enforcement services free from prejudice or favor, with leadership, integrity, and respect.

Functional Areas

- **General Law Enforcement** (Respond to calls for service, preventive patrol, follow-up general and specialized investigation, and apprehension of criminal offenders)
- **Traffic Safety** (Traffic enforcement, traffic safety, DUI suppression, and collision investigation)
- **Parking Services** (Parking enforcement, citation processing, citation adjudication, and abandoned vehicle abatement)

- **Youth Services** (Drug education, teen safety programs, bicycle and pedestrian programs, and explorer program)
- **Special Services** (SWAT, narcotics enforcement, VICE/human trafficking, hazardous device section, tactical apprehension team, crisis negotiations team, canine enforcement, direct enforcement team, behavioral health bureau, school resource officer, school mobile assessment response team, air bureau enhanced helicopter and unmanned aerial vehicle support, gang suppression, mounted patrol, major accident reconstruction team, search and rescue, and reserve bureau)
- **Fire and Emergency Services** (Full service fire department, with ambulatory services, through the Orange County Fire Authority)
- **Crossing Guard Services** (Crossing guards at designated intersections for student and pedestrian safety)

Budgeted Staffing

There are no full-time employees budgeted, as all services are contracted out.



City of Laguna Hills
General Fund Expenditure - Public Safety
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
100-420-610000	Memberships & Subscriptions	380	95	425	800	800
100-420-611000	Training, Conferences & Meetings	720	-	5,304	5,000	5,000
100-420-613100	Vehicle Fuel	2,045	5,464	4,000	-	-
100-420-621000	Computer Supplies	183	78	530	-	-
100-420-622000	Operating Supplies	10,909	7,763	15,000	16,550	16,550
100-420-622400	Emergency Prep. Supplies & Services	1,843	8,066	3,000	8,000	8,000
100-420-626000	Subscription and Books	-	-	-	-	-
100-420-646000	Equipment Maintenance & Repairs	21,884	22,590	25,000	26,000	26,000
100-420-646100	Vehicles - Fuel & Maintenance	5,843	18,449	5,304	18,000	18,000
100-420-650000	Minor Equipment	97	-	1,000	-	-
100-420-695000	Community Assistance & Public Relation	20,412	11,348	15,912	16,000	16,000
100-420-720000	Contract Services	-	45,506	142,000	115,000	115,000
100-420-720401	Animal Care & Shelter Services	238,944	265,109	319,056	350,000	370,000
100-420-720800	Law Enforcement Contract Services	9,462,354	10,200,918	11,383,757	12,110,630	12,655,608
100-420-720821	Trauma Intervention Program	3,641	3,641	4,000	3,750	3,900
100-420-720822	Crossing Guard Services	129,706	151,024	166,846	140,000	145,000
100-420-720823	Parking Citation Processing	37,056	28,455	30,000	37,000	37,000
100-420-720835	Fingerprint Identification Services	15,489	13,392	13,700	10,900	11,200
100-420-720850	Private Security Patrol	144,942	186,781	225,000	200,000	210,000
100-420-910000	Furniture & Equipment	2,058	-	9,000	5,500	5,500
TOTAL EXPENDITURES		10,098,506	10,968,679	12,368,834	13,063,130	13,643,558
SUMMARY BY FUNCTION:						
	SALARIES & BENEFITS	-	-	-	-	-
	MATERIALS, SUPPLIES, & SERVICES	10,098,506	10,968,679	12,368,834	13,063,130	13,643,558
	TOTALS	10,098,506	10,968,679	12,368,834	13,063,130	13,643,558



City of Laguna Hills
Public Safety
For Fiscal Years 2025/2026 & 2026/2027

Account	Description	FY 25/26	FY 26/27
610000	Memberships & Subscriptions	800	800
611000	Training, Conferences & Meetings	5,000	5,000
613100	Vehicle-Fuel - Fuel for motorcycles - now paid for by County contract	-	-
621000	Computer Supplies - Combined into 622000 below	-	-
622000	Operating Supplies - Station supplies, plaques, water, name tags, computer supplies	16,550	16,550
622400	Operating Supplies - Emergency Preparedness	8,000	8,000
626000	Subscriptions and Books - Combined into 610000 above	-	-
646000	Equipment Maintenance & Repairs - Radios, OCSD quarterly communication charges	26,000	26,000
646100	Vehicles - Fuel & Maintenance - Repairs of City owned motorcycles	18,000	18,000
650000	Minor Equipment - Combined into 910000 below	-	-
695000	Community Assistance / Public Relations - Community events, neighborhood watch, CPS supplies	16,000	16,000
720000	Contract Services - Flock camera system (automated license plate readers)	115,000	115,000

720401	Animal Care & Shelter Services - Contract with Mission Viejo for Animal Control	350,000	370,000
720800	Law Enforcement Contract Services - Contract with County of Orange for Sheriff's	12,110,630	12,655,608
720821	Trauma Intervention Program	3,750	3,900
720822	Crossing Guard Services	140,000	145,000
720823	Parking Citation Processing	37,000	37,000
720835	Fingerprint Identification Svc - Laguna Hills portion of Countywide AFIS system	10,900	11,200
720850	Private Security - Contracted services with non-sworn security patrol	200,000	210,000
910000	Equipment & Machinery - Camera, docking stations, other minor equipment	5,500	5,500



Fiscal Years
2025/2026 & 2026/2027
General Fund Expenditures -
Transfers Out



City of Laguna Hills
General Fund Expenditure - Transfers Out to Other Funds
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
100-000-790221	Transfers Out to Senior Mobility Program	2,825	4,053	10,000	10,000	10,000
100-000-790451	Transfers Out to Liability Fund	150,000	-	-	-	-
100-000-790600	Transfers Out to Capital Improvement P	911,752	563,267	4,719,507	1,350,000	5,713,000
100-000-790650	Transfers Out to Debt Service Fund	2,041	2,141	-	-	-
100-000-790800	Transfers Out to Enterprise Fund	100,000	129,125	-	-	-
TOTAL EXPENDITURES		1,166,617	698,585	4,729,507	1,360,000	5,723,000



Fiscal Years

2025/2026 & 2026/2027

Other Funds



City of Laguna Hills
Gas Tax (Highway Users Tax) Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		242,530	921,993	1,368,045	664,733	75,733
210-000-412003	Gas Tax Section 2103	231,674	285,552	290,000	280,000	285,000
210-000-412005	Gas Tax Section 2105	163,927	190,432	200,000	195,000	200,000
210-000-412006	Gas Tax Section 2106	107,078	126,094	125,000	130,000	135,000
210-000-412007	Gas Tax Section 2107	223,351	257,766	240,000	270,000	270,000
210-000-412075	Gas Tax Section 2107.5	-	6,000	6,000	6,000	6,000
210-000-470000	Interest Earnings - Investments	14,861	66,482	10,000	10,000	10,000
	TOTAL REVENUES	740,890	932,327	871,000	891,000	906,000
210-000-790100	Transfers Out - To General Fund	61,428	-	-	-	-
210-000-790600	Transfers Out - To Capital Improv.	-	486,275	1,574,312	1,480,000	150,000
	TOTAL EXPENDITURES	61,428	486,275	1,574,312	1,480,000	150,000
	NET CHANGE TO FUND BALANCE	679,463	446,053	(703,312)	(589,000)	756,000
	ENDING FUND BALANCE	921,993	1,368,045	664,733	75,733	831,733



City of Laguna Hills
SB1 Road Maintenance and Rehabilitation Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	-	707,554	1,485,026	960,026	490,026
211-000-412200	SB1 Road Maintenance Rehab Acct	700,569	810,078	770,000	820,000	830,000
211-000-470000	Interest Earnings	6,985	52,737	5,000	10,000	10,000
	TOTAL REVENUES	707,554	862,815	775,000	830,000	840,000
211-000-790600	Transfers Out to Capital Improv.	-	85,343	1,300,000	1,300,000	-
	TOTAL EXPENDITURES	-	85,343	1,300,000	1,300,000	-
	NET CHANGE TO FUND BALANCE	707,554	777,472	(525,000)	(470,000)	840,000
	ENDING FUND BALANCE	707,554	1,485,026	960,026	490,026	1,330,026



City of Laguna Hills
Measure M2 Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		(35,000)	161,291	238,666	21,666	22,166
212-000-419300	Measure M2 - Competitive	234,980	200,000	-	3,092,745	2,640,000
212-000-419500	Measure M2 - Fair Share	779,258	785,455	745,000	775,000	780,000
212-000-470000	Interest Earnings - Investments	1,187	-	3,000	500	500
	TOTAL REVENUES	1,015,425	985,455	748,000	3,868,245	3,420,500
212-000-790100	Transfers Out - To General Fund	199,980	-	-	-	-
212-000-790600	Transfers Out to Capital Improv.	-	200,000	200,000	3,092,745	2,640,000
212-355-720400	Street Maintenance	433,239	505,115	530,000	542,000	547,000
212-355-720410	Street Sweeping	185,915	202,964	235,000	233,000	233,000
	TOTAL EXPENDITURES	819,134	908,079	965,000	3,867,745	3,420,000
	NET CHANGE TO FUND BALANCE	196,291	77,376	(217,000)	500	500
	ENDING FUND BALANCE	161,291	238,666	21,666	22,166	22,666



City of Laguna Hills
AQMD AB2766 Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	226,997	194,895	161,998	82,998	65,998
214-000-418100	AB 2766 Grants	32,250	-	-	-	-
214-000-418214	AB 2766 Subvention Program	40,592	30,790	40,000	40,000	40,000
214-000-470000	Interest Earnings - Investments	5,873	7,922	1,000	3,000	3,000
	TOTAL REVENUES	78,715	38,712	41,000	43,000	43,000
214-155-900000	Vehicles	-	-	-	60,000	-
214-225-900000	Vehicles	54,137	-	-	-	-
214-310-900000	Vehicles	-	14,928	60,000	-	-
214-355-900000	Vehicles	56,681	56,681	60,000	-	60,000
	TOTAL EXPENDITURES	110,817	71,608	120,000	60,000	60,000
	NET CHANGE TO FUND BALANCE	(32,102)	(32,897)	(79,000)	(17,000)	(17,000)
	ENDING FUND BALANCE	194,895	161,998	82,998	65,998	48,998



City of Laguna Hills
Senior Mobility Program Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	169,516	214,449	261,116	277,491	288,591
221-000-419221	Senior Mobility Plan Revenues	51,209	51,037	55,275	50,000	50,000
221-000-470000	Interest Earnings-Investments	5,023	11,840	1,000	1,000	1,000
221-000-490100	Transfer In- General Fund	2,825	4,053	10,000	10,000	10,000
	TOTAL REVENUES	59,057	66,930	66,275	61,000	61,000
221-310-510000	Salaries - Full-Time	4,983	3,433	5,000	5,000	5,000
221-310-622000	Operating Supplies	390	18	750	750	750
221-310-623000	Printing & Mailing	-	20	150	150	150
221-310-631000	Utilities - Electric	1,284	1,842	4,000	4,000	4,000
221-310-720000	Contract Services	7,468	14,950	40,000	40,000	40,000
	TOTAL EXPENDITURES	14,125	20,263	49,900	49,900	49,900
	NET CHANGE TO FUND BALANCE	44,932	46,668	16,375	11,100	11,100
	ENDING FUND BALANCE	214,449	261,116	277,491	288,591	299,691



City of Laguna Hills
CARITS Road Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	1,276,481	1,310,717	1,377,010	98,566	103,566
301-000-418301	CARITS - Revenues	-	-	-	-	-
301-000-470000	Interest Earnings-Investments	34,236	67,749	100	5,000	5,000
	TOTAL REVENUES	34,236	67,749	100	5,000	5,000
301-000-790100	Transfers Out-To General Fund	-	1,457	1,278,544	-	-
	TOTAL EXPENDITURES	-	1,457	1,278,544	-	-
	NET CHANGE TO FUND BALANCE	34,236	66,293	(1,278,444)	5,000	5,000
	ENDING FUND BALANCE	1,310,717	1,377,010	98,566	103,566	108,566



City of Laguna Hills
Community Development Block Grant (CDBG) Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		-	-	-	-	-
302-000-418302	CDBG Grant Revenue	-	-	350,000	250,000	250,000
302-000-470000	Interest Earnings-Investments	-	-	-	-	-
TOTAL REVENUES		-	-	350,000	250,000	250,000
302-000-790600	Transfers Out to Capital Improv.	-	-	275,000	250,000	250,000
302-225-720000	Contract Services	-	-	75,000	-	-
TOTAL EXPENDITURES		-	-	350,000	250,000	250,000
NET CHANGE TO FUND BALANCE		-	-	-	-	-
ENDING FUND BALANCE		-	-	-	-	-



City of Laguna Hills
Beverage Recycling Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	8,549	8,778	5,805	4,182	-
305-000-436000	Recycling Revenues	-	-	7,901	-	-
305-000-470000	Interest Earnings-Investments	229	410	100	100	-
	TOTAL REVENUES	229	410	8,001	100	-
305-355-622000	Operating Supplies	-	-	4,000	-	-
305-355-910000	Equipment & Machinery	-	3,383	5,624	4,282	-
	TOTAL EXPENDITURES	-	3,383	9,624	4,282	-
	NET CHANGE TO FUND BALANCE	229	(2,973)	(1,623)	(4,182)	-
	ENDING FUND BALANCE	8,778	5,805	4,182	-	-



City of Laguna Hills
Waste & Recycling Fee Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	9,069	107,733	237,341	73,591	80,913
306-000-436000	Recycling Revenues	180,000	391,448	-	184,322	184,322
306-000-470000	Interest Earnings-Investments	4,079	9,109	5,500	3,000	3,000
	TOTAL REVENUES	184,079	400,556	5,500	187,322	187,322
306-355-700000	Professional Services	85,415	270,948	169,250	180,000	180,000
	TOTAL EXPENDITURES	85,415	270,948	169,250	180,000	180,000
	NET CHANGE TO FUND BALANCE	98,664	129,608	(163,750)	7,322	7,322
	ENDING FUND BALANCE	107,733	237,341	73,591	80,913	88,235



City of Laguna Hills
C & D Forfeited Deposits Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	18,778	33,595	318,705	328,705	316,705
307-000-436000	Recycling Revenues	67,871	300,601	100,000	80,000	80,000
307-000-470000	Interest Earnings-Investments	385	4,552	10,000	8,000	4,000
	TOTAL REVENUES	68,257	305,152	110,000	88,000	84,000
307-355-622000	Operating Supplies	-	-	60,000	60,000	60,000
307-355-700000	Professional Services	53,439	20,043	40,000	40,000	40,000
307-000-790100	Transfer Out to General Fund	-	-	-	-	300,000
	TOTAL EXPENDITURES	53,439	20,043	100,000	100,000	400,000
	NET CHANGE TO FUND BALANCE	14,817	285,110	10,000	(12,000)	(316,000)
	ENDING FUND BALANCE	33,595	318,705	328,705	316,705	705



City of Laguna Hills
SB 1383 Grant Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	44,872	1,028	87,890	30,390	-
309-000-436000	Recycling Revenues	-	87,140	-	-	-
309-000-470000	Interest Earnings-Investments	936	750	2,500	500	-
	TOTAL REVENUES	936	87,890	2,500	500	-
309-355-622000	Operating Supplies	-	-	-	-	-
309-355-700000	Professional Services	44,781	1,028	60,000	30,890	-
309-355-910000	Equipment & Machinery	-	-	-	-	-
	TOTAL EXPENDITURES	44,781	1,028	60,000	30,890	-
	NET CHANGE TO FUND BALANCE	(43,844)	86,862	(57,500)	(30,390)	-
	ENDING FUND BALANCE	1,028	87,890	30,390	-	-



City of Laguna Hills
Park In-Lieu Fee Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	-	2,053,640	2,110,904	126,208	131,208
311-000-452200	Developer Park Impact Fee	2,000,000	-	-	2,000,000	-
311-000-470000	Interest Earnings-Investments	53,640	106,208	20,000	5,000	5,000
	TOTAL REVENUES	2,053,640	106,208	20,000	2,005,000	5,000
311-000-790600	Transfers Out - Capital Imprv	-	48,944	2,004,697	2,000,000	-
	TOTAL EXPENDITURES	-	48,944	2,004,697	2,000,000	-
	NET CHANGE TO FUND BALANCE	2,053,640	57,264	(1,984,697)	5,000	5,000
	ENDING FUND BALANCE	2,053,640	2,110,904	126,208	131,208	136,208



City of Laguna Hills
CASp Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		26,798	31,458	33,915	34,065	28,565
312-000-442000	Building Related Permits	3,914	3,371	5,000	4,000	4,000
312-000-470000	Interest Earnings	746	1,585	150	500	500
	TOTAL REVENUES	4,660	4,956	5,150	4,500	4,500
312-000-790100	Transfers Out-To General Fund	-	-	-	-	-
312-225-700000	Professional Services	-	2,499.00	5,000.00	10,000	10,000
	TOTAL EXPENDITURES	-	2,499	5,000	10,000	10,000
	NET CHANGE TO FUND BALANCE	4,660	2,457	150	(5,500)	(5,500)
	ENDING FUND BALANCE	31,458	33,915	34,065	28,565	23,065



City of Laguna Hills
Water Conservation Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
BEGINNING FUND BALANCE		343,539	352,753	370,996	383,996	3,996
322-000-418400	Grants & Contributions	-	-	-	-	-
322-000-470000	Interest Earnings-Investments	9,214	18,243	13,000	-	-
	TOTAL REVENUES	9,214	18,243	13,000	-	-
322-000-790600	Transfer Out to CIP Fund	-	-	-	380,000	-
	TOTAL EXPENDITURES	-	-	-	380,000	-
	NET CHANGE TO FUND BALANCE	9,214	18,243	13,000	(380,000)	-
	ENDING FUND BALANCE	352,753	370,996	383,996	3,996	3,996



City of Laguna Hills
Public Art Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	72,180	541,687	569,702	135,402	137,402
401-000-418400	Grants & Contributions	470,000	-	-	-	-
401-000-470000	Interest Earnings-Investments	14,508	28,014	7,700	2,000	2,000
	TOTAL REVENUES	484,508	28,014	7,700	2,000	2,000
401-000-790600	Transfers Out - Capital Imprv	-	-	-	-	-
401-310-900000	Public Artwork	15,000	-	442,000	-	-
	TOTAL EXPENDITURES	15,000	-	442,000	-	-
	NET CHANGE TO FUND BALANCE	469,508	28,014	(434,300)	2,000	2,000
	ENDING FUND BALANCE	541,687	569,702	135,402	137,402	139,402



City of Laguna Hills
State COPS (SLESF) Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	-	88,259	40,571	40,571	21,571
421-000-419001	Allocation - State COPS Funds	251,430	100,000	150,000	150,000	150,000
421-000-470000	Interest Earnings-Investments	2,829	3,312	1,000	1,000	1,000
	TOTAL REVENUES	254,259	103,312	151,000	151,000	151,000
421-000-790100	Transfers Out-To General Fund	166,000	151,000	151,000	170,000	170,000
	TOTAL EXPENDITURES	166,000	151,000	151,000	170,000	170,000
	NET CHANGE TO FUND BALANCE	88,259	(47,688)	-	(19,000)	(19,000)
	ENDING FUND BALANCE	88,259	40,571	40,571	21,571	2,571



City of Laguna Hills
Liability Self Insurance Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
	BEGINNING FUND BALANCE	132,455	210,411	161,300	161,300	161,300
451-000-490100	Transfer In- General Fund	150,000	-	-	-	-
	TOTAL REVENUES	150,000	-	-	-	-
451-155-692000	Claims & Settlements	-	48,444	-	-	-
451-155-700011	Legal Services-Litigation	72,045	666	-	-	-
451-000-790100	Transfer Out to General Fund	-	-	-	-	161,300
	TOTAL EXPENDITURES	72,045	49,110	-	-	161,300
	NET CHANGE TO FUND BALANCE	77,955	(49,110)	-	-	(161,300)
	ENDING FUND BALANCE	210,411	161,300	161,300	161,300	-



City of Laguna Hills
Parks Equipment Maintenance Reserve Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		365,700	365,700	309,213	65,700	65,700
452-000-470000	Interest Earnings - Investments	-	-	-	-	-
452-000-490100	Transfers In from General Fund	-	-	-	-	-
	TOTAL REVENUES	-	-	-	-	-
452-000-790600	Transfers Out to Capital Improvement P	-	56,487	243,513	-	-
	TOTAL EXPENDITURES	-	56,487	243,513	-	-
	NET CHANGE TO FUND BALANCE	-	(56,487)	(243,513)	-	-
	ENDING FUND BALANCE	365,700	309,213	65,700	65,700	65,700



City of Laguna Hills
Sports Complex Equipment Maintenance Reserve Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		120,000	120,000	87,144	20,000	20,000
454-000-470000	Interest Earnings-Investments	-	-	-	-	-
454-000-490100	Transfer In- General Fund	-	-	-	-	-
	TOTAL REVENUES	-	-	-	-	-
454-000-790600	Transfers Out to Capital Improv.	-	32,856	67,144	-	-
	TOTAL EXPENDITURES	-	32,856	67,144	-	-
	NET CHANGE TO FUND BALANCE	-	(32,856)	(67,144)	-	-
	ENDING FUND BALANCE	120,000	87,144	20,000	20,000	20,000



City of Laguna Hills
Community Center Equipment Maintenance Reserve Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23 Actuals	FY 23/24 Actuals	FY 24/25 Budget / Estimate	FY 25/26 Request	FY 26/27 Request
BEGINNING FUND BALANCE		120,000	120,000	102,205	15,100	15,100
455-000-470000	Interest Earnings-Investments	-	-	-	-	-
455-000-490100	Transfer In- General Fund	-	-	-	-	-
	TOTAL REVENUES	-	-	-	-	-
455-000-790600	Transfers Out to Capital Improvement P	-	17,795	87,105	-	-
	TOTAL EXPENDITURES	-	17,795	87,105	-	-
	NET CHANGE TO FUND BALANCE	-	(17,795)	(87,105)	-	-
	ENDING FUND BALANCE	120,000	102,205	15,100	15,100	15,100



City of Laguna Hills
Storm Drain / Slope Repair Reserve Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		31,771	31,771	31,771	-	-
456-000-470000	Interest Earnings-Investments	-	-	-	-	-
456-000-490100	Transfer In- General Fund	-	-	-	-	-
	TOTAL REVENUES	-	-	-	-	-
456-000-790600	Transfers Out to Capital Improvement P	-	-	31,771	-	-
	TOTAL EXPENDITURES	-	-	31,771	-	-
	NET CHANGE TO FUND BALANCE	-	-	(31,771)	-	-
	ENDING FUND BALANCE	31,771	31,771	-	-	-



City of Laguna Hills
Capital Improvement Project Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		-	-	-	-	-
600-000-490100	Transfers In from General Fund	911,752	563,267	4,719,507	1,350,000	5,713,000
600-000-490210	Transfers In from Gas Tax (HUTA) Fund	-	486,275	1,574,312	1,480,000	150,000
600-000-490211	Transfers In from Gas Tax (RMRA) Fund	-	85,343	1,300,000	1,300,000	-
600-000-490212	Transfers In from Measure M2 Fund	-	200,000	200,000	3,092,745	2,640,000
600-000-490301	Transfers In from CARITS Road Fee Prog	-	1,457	1,278,544	-	-
600-000-490302	Transfers In from CDBG Grant Fund	-	-	275,000	250,000	250,000
600-000-490311	Transfers In from Quimby Act Park In-Li	-	48,944	2,004,697	2,000,000	-
600-000-490322	Transfers In from Water Conservation F	-	-	-	380,000	-
600-000-490452	Transfers In from Parks Equipment Mai	-	56,487	243,513	-	-
600-000-490454	Transfers In from Sports Complex Equip	-	32,856	67,144	-	-
600-000-490455	Transfers In from Community Center Eq	-	17,795	87,105	-	-
600-000-490456	Transfers In from Storm Drains / Slope F	-	-	31,771	-	-
TOTAL REVENUES		911,752	1,492,423	11,781,593	9,852,745	8,753,000
600-251-950101	Annual Street Maintenance	-	-	-	2,500,000	-
600-251-950104	Paseo De Valencia Pavement Rehab	-	111,031	4,685,319	-	-
600-251-950106	Sidewalk Repairs	-	670,785	169,215	150,000	150,000
600-251-950109	La Paz Road Pavement Rehab	-	46,937	1,403,063	-	-
600-251-950113	Citywide Street Name Sign Replacemen	-	-	-	260,000	-
600-251-950153	Illuminated Street Name Signs Replacen	-	-	125,000	-	-
600-251-950168	Traffic Signal Improvements Coordinati	61,428	1,457	1,278,544	3,092,745	-
600-251-950170	Access Ramps	-	-	100,000	300,000	300,000
600-251-950180	Santa Maria Avenue Rehab	-	-	-	130,000	-
600-251-950191	PDV Active Transportation Enhancemer	-	-	-	140,000	7,060,000
600-252-950237	Parks Refurbishment	22,842	266,987	-	-	-
600-252-950238	Community Center & Sports Field Reno	212,176	-	-	-	-
600-252-950241	General Park Renovations	-	48,944	2,248,210	2,000,000	-
600-253-950303	Moulton Median Refuge Turn Lane	-	-	-	225,000	-
600-253-950309	LH Drive Median Landscape Improv.	-	-	-	380,000	-
600-253-950318	Alicia Pkwy and PDV Reader Board	-	-	525,000	-	-
600-254-950403	Storm Drains / Slope Repairs	-	-	142,701	-	-
600-254-950410	NPDES Permit & Fees	155,813	-	-	-	-
600-254-950412	Water Quality Improvements	249,975	250,000	250,000	-	250,000
600-254-950414	Ridge Route Bioswale	-	-	-	-	550,000
600-255-950505	Civic Center Improvements	148,600	52,768	519,507	-	-
600-255-950510	3/5 Marines Art Installation	-	-	-	200,000	-
600-255-950513	Community Center Renovation	-	10,660	267,890	-	443,000
600-255-950514	Sports Complex Renovations	-	32,856	67,144	175,000	-
600-255-950518	Automated License Plate Readers	56,000	-	-	-	-
600-255-950520	Community Center Electrical Upgrades	-	-	-	300,000	-
600-256-950622	Luna Bonita Slope Renovation	4,919	-	-	-	-
TOTAL EXPENDITURES		911,752	1,492,423	11,781,593	9,852,745	8,753,000
NET CHANGE TO FUND BALANCE		-	-	-	-	-
ENDING FUND BALANCE		-	-	-	-	-



City of Laguna Hills
Debt Service Fund
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		1,787,496	1,472,834	1,154,332	-	-
650-000-470000	Interest Earnings - Investments	74,719	66,118	10,000	-	-
650-000-490100	Transfers In from General Fund	2,041	2,141	-	-	-
	TOTAL REVENUES	76,759	68,258	10,000	-	-
650-000-680000	Interest Expense	44,381	30,581	15,938	-	-
650-000-681000	Principal	345,000	355,000	375,000	-	-
650-000-790100	Transfers Out to General Fund	-	-	771,353	-	-
650-000-791000	Other Financing Uses	2,041	1,178	2,041	-	-
	TOTAL EXPENDITURES	391,422	386,759	1,164,332	-	-
	NET CHANGE TO FUND BALANCE	(314,663)	(318,501)	(1,154,332)	-	-
	ENDING FUND BALANCE	1,472,834	1,154,332	-	-	-



City of Laguna Hills
Enterprise Fund - Civic Center
For Fiscal Years 2025/2026 & 2026/2027

		FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
		Actuals	Actuals	Budget /	Request	Request
				Estimate		
BEGINNING FUND BALANCE		5,768,385	5,205,597	4,796,096	4,183,233	4,183,233
800-000-455001	Rental Fees	1,224,370	1,285,411	1,266,550		
800-000-455003	CAM Revenues	143,048	167,026	168,514		
800-000-455005	Late Revenue Fee	1,142	77	-		
800-000-455008	Contra Rent Revenue	(549,965)	(549,965)	(549,965)		
800-000-455010	Contra CAM Revenue	(124,180)	(157,820)	(117,079)		
800-000-455011	CAM Rec Revenue	22,835	57,275	-		
800-000-455012	GASB 87 - Lease Clearing Revenue	(263,781)	(450,830)	-		
800-000-455015	GASB 87 - Lease Revenue	249,444	419,312	-		
800-000-458000	Other Current Service Fees	(141)	385	-		
800-000-458001	EV Charging Station Service Charges	6,510	11,395	-		
800-000-470000	Interest Earnings - Investments	129	71	-		
800-000-470010	GASB 87 - Interest Revenue	45,631	51,820	-		
800-000-490100	Transfers In from General Fund	100,000	129,125	-		
	TOTAL REVENUES	855,043	963,282	768,020	-	-
800-000-696100	Direct/Operating Expenses	804,322	721,696	735,019		
800-000-696101	Other Expenses - Admin & Other Indirect	27,529	59,291	45,864		
800-000-696102	Depreciation Expense	585,981	591,796	600,000		
	TOTAL EXPENDITURES	1,417,832	1,372,782	1,380,883	-	-
	NET CHANGE TO FUND BALANCE	(562,789)	(409,500)	(612,863)	-	-
	ENDING FUND BALANCE	5,205,597	4,796,096	4,183,233	4,183,233	4,183,233

Note: The budget for the Civic Center is produced in conjunction with Essex Management and the Public Works department. This fund's budget is adopted separately on an annual basis; as such, the FY 25/26 budget will be updated when approved by the City Council in June 2025.

Note: This fund is classified as an Enterprise Fund, and uses a full-accrual method of accounting. This means that the Fund Balance above includes the value of the civic center land and building, and is not available to be spent.



Fiscal Years

2025/2026 & 2026/2027

Capital Improvement Program

#	Project Name	Estimated 7 Year Cost	Funding Source	Carryover	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Future
600-251-950101	Citywide Local Street Rehabilitation Project	\$ 11,200,000	Gas Tax - HUTA Gas Tax - SB1 RMRA	-	1,200,000	-	1,600,000	-	1,600,000	-	1,600,000
				-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000
			Total	-	2,500,000	-	2,900,000	-	2,900,000	-	2,900,000

Project description: The City's biennial street rehabilitation project.
For FY 25-26, select streets within Zones A&D and Zones C&E will be addressed (\$2,500,000)
For FY 27-28, select streets within Zones B&F, plus Moulton Parkway between SR-73 and Bridge (near Indian Hill Lane) will be addressed.

600-251-950106	Citywide Concrete Repair Project	\$ 466,014	Gas Tax - HUTA	166,014	150,000	150,000	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	166,014	150,000	150,000	-	-	-	-	-

Project description: Replacement of sidewalk panels, curb and gutter, and curb ramps as the identified by City staff on an annual basis.
\$75,000 for Sidewalk and Transverse (curb and gutter elevations relative to sidewalk) Survey in FY 25-26 in Zones A & D, and FY 26-27 in Zones C & E.

600-251-950182	Avenida de la Carlota Pavement Rehabilitation	\$ 1,500,000	General Fund OCTA Funds	-	-	-	1,200,000	-	-	-	-
				-	-	-	300,000	-	-	-	-
			Total	-	-	-	1,500,000	-	-	-	-

Project description: Proposed project to overlay Avenida de la Carlota between Lake Forest Drive and Los Alisos Boulevard. Timing dependent on Village at Laguna Hills project. Developer has been previously conditioned to overlay the roadway, but after the project is done. This project was identified in the City's 2022 Pavement Management Plan, but was deferred to the VALH project.

600-251-950183	Moulton Parkway Pavement Rehabilitation	\$ 2,500,000	General Fund	-	-	-	2,500,000	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	-	-	2,500,000	-	-	-	-

Project description: Proposed project to overlay Moulton Parkway from south City limit to Glenwood. This project was previously identified in the City's 2022 Pavement Management Plan, but was deferred due to lack of funding.

600-251-950185	La Paz Road Pavement Rehabilitation	\$ 1,350,000	General Fund	-	-	-	-	-	1,350,000	-	-
				-	-	-	-	-	-	-	-
			Total	-	-	-	-	-	1,350,000	-	-

Project description: Proposed project to overlay La Paz Road from I-5 to Alameda. This project was previously identified in the City's 2024 Pavement Management Plan.

600-251-950180	Santa Maria Avenue Rehabilitation	\$ 130,000	Gas Tax - HUTA	-	130,000	-	-	-	-	-	-
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Project description: Repaving eastbound Santa Maria Avenue, in conjunction with the City of Laguna Woods.

600-251-950170	Access Ramps	\$ 2,100,000	CDBG Funds General Fund	-	250,000	250,000	250,000	250,000	250,000	250,000	250,000
				-	50,000	50,000	50,000	50,000	50,000	50,000	50,000
			Total	-	300,000	300,000	300,000	300,000	300,000	300,000	300,000

Project description: \$250,000 CDBG Grant for Construction; \$50,000 for Design and Construction Management

600-251-950153	Internally Illuminated Street Name Sign Replacements	\$ 125,000	General Fund	125,000	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	125,000	-	-	-	-	-	-	-

Project description: Replacement of green street name signs at signalized intersections with white lettering on black background, non-illuminated street name signs.

600-251-950113	Citywide Street Name Sign Replacements	\$ 260,000	General Fund	-	260,000	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	260,000	-	-	-	-	-	-

Project description: Replacement of non-illuminated, pole-mounted street name signs throughout the City at the recommendation of the ECBC.

600-251-950168 (168-L)	Moulton Parkway - Paseo de Valencia Confluence Bypass	\$ 1,218,519	Measure M Project P CARITS	-	974,199	-	-	-	-	-	-
				244,320	-	-	-	-	-	-	-
			Total	244,320	974,199	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-M)	Alicia Parkway Regional Traffic Signal Synchronization Project	\$ 829,434	Measure M Project P CARITS	-	663,547	-	-	-	-	-	-
				165,887	-	-	-	-	-	-	-
			Total	165,887	663,547	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-N)	Avenida de la Carlota Regional Traffic Signal Synchronization	\$ 749,995	Measure M Project P CARITS	-	599,996	-	-	-	-	-	-
				149,999	-	-	-	-	-	-	-
			Total	149,999	599,996	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-O)	Cabot Road Regional Traffic Signal Synchronization Project (RTSSP)	\$ 476,643	Measure M Project P CARITS	-	381,314	-	-	-	-	-	-
				95,329	-	-	-	-	-	-	-
			Total	95,329	381,314	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168 (168-P)	La Paz Road Regional Traffic Signal Synchronization Project (RTSSP)	\$ 592,111	Measure M Project P CARITS	-	473,689	-	-	-	-	-	-
				118,422	-	-	-	-	-	-	-
			Total	118,422	473,689	-	-	-	-	-	-

Project description: Traffic signal system improvements, including: fiber optic interconnect, battery backup, controller, PTZ cameras

600-251-950168	Traffic Signal Improvements Coordination	\$ 426,043	Measure M Project P CARITS	-	-	-	-	-	-	-	-
				426,043	-	-	-	-	-	-	-
			Total	426,043	-	-	-	-	-	-	-

Project description: Placeholder for matching funds for yet-to-be-developed traffic signal improvement projects funded by Measure M2 RTSSP (Project P), which may include Oso Parkway, Lake Forest Drive, and Moulton Parkway. Carryover represents amount available that is not earmarked for other projects.

600-251-950191	Paseo de Valencia Active Transportation Enhancements	\$ 7,200,000	Federal Funding	-	140,000	4,860,000	-	-	-	-	-
			Measure M Env. Cleanup	-	-	2,000,000	-	-	-	-	-
			General Fund	-	-	200,000	-	-	-	-	-
			Total	-	140,000	7,060,000	-	-	-	-	-

Project description: Project for constructing Class IV Bikeway on Paseo de Valencia and Cabot Road, new parking and drop off zone in front of Valencia Elementary, new medians and parkway areas, traffic signal improvements at La Paz/Paseo de Valencia.

600-254-950403	Storm Drains / Slope Repairs	\$ 29,097	General Fund	29,097	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	29,097	-	-	-	-	-	-	-

Project description: Carryover funds for addressing any storm drain or slope repairs that arise.

600-252-950241	Park Rehabilitation Projects (Cabot, El Conejo, MacKenzie, San Remo, Veeh Ranch)	\$ 4,000,000	Quimby Act Funds	2,000,000	2,000,000	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	2,000,000	2,000,000	-	-	-	-	-	-

Project description: Playground renovation and other identified improvements for Cabot, El Conejo, MacKenzie, San Remo, Veeh Ranch Parks.

600-252-950244	Replacement of Park Signage (9 Parks)	\$ 150,000	General Fund	-	-	150,000	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	-	150,000	-	-	-	-	-

Project description: Replacement of park signage at 9 City parks to match the anticipated new signage in CIP 241.

600-253-950303	Moulton Median Islands	\$ 225,000	General Fund	-	225,000	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
			Total	-	225,000	-	-	-	-	-	-

Project description: Request is for construction of a refuge lane at Mandeville and Moulton Parkway.

600-253-950318	Electronic Message Board at Alicia/Paseo de Valencia	\$	525,000	General Fund	525,000	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	525,000	-	-	-	-	-	-	-

Project description: Construction of a new electronic message board at Alicia Parkway and Paseo de Valencia.

600-253-950309	Laguna Hills Drive Median Landscape Improvements	\$	380,000	MNWD Reimbursement Ft	-	380,000	-	-	-	-	-	-
				General Fund	-	-	-	-	-	-	-	-
				Total	-	380,000	-	-	-	-	-	-

Project description: Installation of irrigation and landscaping within the unimproved median island on Laguna Hills Drive near Paseo de Valencia.

600-254-950413	Clarington Park Bioswale (CIP 413)	\$	1,114,000	General Fund	-	-	-	486,000	-	-	-	-
				MWDOC Turf Rebate Prog	-	-	-	28,000	-	-	-	-
				Measure M2 - Comp. Gran	-	-	-	600,000	-	-	-	-
				Total	-	-	-	1,114,000	-	-	-	-

Project description: Construction of a new bio-swale on the perimeter of Clarington Park.

600-254-950414	Ridge Route Drive Bioswale (CIP 414)	\$	550,000	General Fund	-	-	110,000	-	-	-	-	-
				MWDOC Turf Rebate Prog	-	-	-	-	-	-	-	-
				Measure M2 - Comp. Gran	-	-	440,000	-	-	-	-	-
				Total	-	-	550,000	-	-	-	-	-

Project description: Construction of a new bio-swale within unimproved right-of-way on Ridge Route Drive west of Santa Vittoria in the open space area.

600-254-950412	Water Quality Improvements	\$	500,000	General Fund	-	-	50,000	-	50,000	-	-	-
				MWDOC Turf Rebate Prog	-	-	-	-	-	-	-	-
				Measure M2 - Comp. Gran	-	-	200,000	-	200,000	-	-	-
				Total	-	-	250,000	-	250,000	-	-	-

Project description: Placeholder for future ECP grant application for catch basin debris screens and pipe connector screens.

600-255-950505	Civic Center Improvements	\$	210,000	General Fund	210,000	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	210,000	-	-	-	-	-	-	-

Project description: Carpeting, paint, wallpaper, plumbing upgrades, stucco repairs at Civic Center.

600-255-950510	3/5 Marines Art Installation at the Civic Center	\$	200,000	General Fund	-	200,000	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	-	200,000	-	-	-	-	-	-

Project description: Associated costs with the installation of 3/5 Marines art installation at the Civic Center.

600-255-950513	Community Center Renovations	\$	500,000	General Fund	57,000	443,000	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	57,000	443,000	-	-	-	-	-	-

Project description: Carpeting on second floor and tower room, and stairways (\$170k)
Paint (\$120k)
Wallpaper (\$150k)

600-255-950520	Community Center Electrical Upgrades	\$	300,000	General Fund	-	300,000	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	-	300,000	-	-	-	-	-	-

Project description: Installation of new pathway lighting, replacement of switchgear, replacement and/or leveling of Christy boxes to prevent shorting or electrical fires.

600-255-950540	Public Works Corporation Yard/Storage Facility	\$	750,000	General Fund	-	-	750,000	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	-	-	750,000	-	-	-	-	-

Project description: Construction of a new corporation yard at Aliso Hills Drive and Alicia Parkway. Concept includes construction of a barn and paved driveway.

600-255-950514	Sports Complex Renovations	\$	242,000	General Fund	67,000	175,000	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
				Total	67,000	175,000	-	-	-	-	-	-

Project description: Installation of pickleball court in lieu of existing roller hockey rink.

Grand Totals \$ **40,798,856** **4,379,111** **9,852,745** **8,753,000** **9,214,000** **550,000** **4,550,000** **300,000** **3,200,000**

\$ 40,798,856

\$ -

General Fund	1,013,097	1,210,000	853,000	5,136,000	100,000	1,400,000	50,000	50,000
Gas Tax - HUTA	166,014	1,480,000	150,000	1,600,000	-	1,600,000	-	1,600,000
Gas Tax - RMRA	-	1,300,000	-	1,300,000	-	1,300,000	-	1,300,000
Measure M - Comp. Grant	-	3,092,745	2,640,000	600,000	200,000	-	-	-
CDBG	-	250,000	250,000	250,000	250,000	250,000	250,000	250,000
CARITS	1,200,000	-	-	-	-	-	-	-
MWDOC Turf Rebate Prog	-	-	-	28,000	-	-	-	-
MNWD Reimbursement Fi	-	380,000	-	-	-	-	-	-
Quimby Act Funds	2,000,000	2,000,000	-	-	-	-	-	-
Federal Funding	-	140,000	4,860,000	-	-	-	-	-
OCTA Funds	-	-	-	300,000	-	-	-	-
Total	4,379,111	9,852,745	8,753,000	9,214,000	550,000	4,550,000	300,000	3,200,000
	-	-	-	-	-	-	-	-



Fiscal Years

2025/2026 & 2026/2027

Appendix



Budget Glossary

ACCOUNTABILITY: The state of being obliged to explain one's actions, to justify what one does. Accountability requires governments to answer to the citizenry -- to justify the raising of public resources and the purposes for which they are used.

ACCRUAL BASIS: Revenues are recognized when earned, and expenses are recognized when incurred.

APPROPRIATED BUDGET: The expenditure authority created by the appropriation bills or ordinances, which are signed into law, and the related estimated revenues. The appropriated budget would include all reserves, transfers, allocations, supplemental appropriations, and other legally authorized legislative and executive changes.

APPROPRIATION: Amount of money budgeted for a given program. Appropriations do not mean the money will be fully expended but are the means by which legal authority is given to expend public monies.

ASSETS: Property which has monetary value and is owned by a government.

AUDIT: A systematic examination of resource utilization concluding in a written report. It is a test of management's internal accounting controls and is intended to: (1) ascertain whether financial statements fairly present financial position and results of operations; (2) test whether transactions have been legally performed; (3) identify areas for possible improvements in accounting practices and procedures; (4) ascertain whether transactions have been recorded accurately and consistently; and (5) ascertain the stewardship of officials responsible for governmental resources.

BALANCED BUDGET: A budget in which available resources exceed or equal expenditures.

BASIS OF ACCOUNTING/BUDGETING: A term used to refer to when revenues, expenditures, expenses and transfers – and the related assets and liabilities – are recognized in the accounts and reported in the financial statements.

BUDGET: A plan of financial and program operation which lists appropriations and the means of financing them for a given time period.

BUDGET ADOPTION: Formal adoption by the City Council which sets the spending path for the year.

BUDGET CALENDAR: The schedule of key dates or milestones that a government follows in the preparation and adoption of the budget.

BUDGETARY CONTROL: The control or management of a government or enterprise in accordance with an approved budget for the purpose of keeping expenditures within the limitations of available appropriations and revenues.

CAPITAL IMPROVEMENTS: New, replacement, or improved infrastructure which has a minimum life expectancy of five years and a minimum expense of \$20,000. However, some capital projects fall outside this definition, for example: one-time expenditures for initial studies that are associated with other capital improvement projects.

CAPITAL OUTLAY: A budget category which accounts for all furniture and equipment with a useful life of more than one year. (See "Expenditure Categories".)

CATEGORY: A summary of account detail within the budget account structure level. For example, salaries and benefits are grouped together in the Category level as "Personnel"; office supplies, printing, equipment maintenance, etc., are grouped together in the Category level "Maintenance & Operations".

CHARGES FOR SERVICES: Fees imposed upon users of services provided by the City.

CONTINUING APPROPRIATION: An appropriation that, once established, is automatically renewed without further legislative action, period after period, until altered or revoked.

CONTINGENCY: A budgetary reserve set aside for emergencies or unanticipated expenditure and/or revenue shortfalls.

DEPARTMENT: An organizational unit comprised of divisions. Each department is managed by a single director.

DEPRECIATION: Expiration in the service life of capital assets attributable to wear and tear, deterioration, action of physical elements, inadequacy, or obsolescence.

ENCUMBRANCES: Financial commitments related to unperformed services or contracts for goods for which part of an appropriation has been reserved.

EXPENDITURES: Expenditures include current operating expenses which require the current or future use of net current assets, service and capital outlays.

EXPENDITURE CATEGORIES: The individual expenditure accounts used to record each type of expenditure are categorized into groups of similar types. For budgeting purposes, objects of expenditure are categorized into groups of similar types of expenditures called major categories of expenditure. The principal objects of expenditure used in the budget are:

- **PERSONNEL** – Salaries and fringe benefits paid to City employees. Includes items such as health/dental insurance, retirement contributions, and other benefits.
- **MAINTENANCE AND OPERATIONS** – Supplies and other materials/services used in the normal operations of City departments. Includes items such as books, chemicals and construction materials, consultant contracts, printing, travel, and utilities.
- **CAPITAL OUTLAY** – A budget category which budgets all equipment having a unit cost of more than \$500 and an estimated useful life of more than one year. This includes furniture, automobiles, machinery, equipment, and other types of fixed assets.

EXPENSES: Decreases in net total assets. Expenses represent total cost of operations during a period, regardless of the timing of related expenditures.

FEE: The payment for direct receipt of a public service by the party who benefits from the service.

FISCAL YEAR: A twelve-month period of time used for budgeting, accounting, or tax collection purposes which may differ from a calendar year. Laguna Hills operates on a July 1 to June 30 fiscal year.

FIXED ASSETS: Assets of a long-term nature such as land, buildings, machinery, furniture, and other equipment. The City has defined such assets as those with an expected life in excess of five years and an acquisition cost in excess of \$20,000.

FINES AND FORFEITURES: Revenue collected by the City from the issuance of misdemeanor and infraction citations which are the result of vehicle code traffic violations and municipal code parking violations.

FRANCHISE: A special privilege granted by a government permitting the continuing use of public property, such as City streets, and usually involving the elements of monopoly and regulation.

FUNCTION: A group of related activities aimed at accomplishing a major service or regulatory program for which a government is responsible (e.g., public safety).

FUND: An independent fiscal and accounting term used to record all financial transactions related to the specific purpose for which the fund was created.

FUND BALANCE: The amount of financial resources available for use. Generally, this represents a summary of all the annual operating surpluses and deficits since the fund's inception.

FUND TYPE: The highest level in the City's budget account structure. The level includes General, Special Revenue, Capital Projects, and Internal Service. Included in each Fund Type may be several funds.

GANN LIMIT: A California ballot initiative adopted in 1980, and modified by Proposition 111 which passed in 1990, to limit the amount of tax proceeds state and local governments can spend each year. It now appears in California's State Constitution as Article XIIB.

GENERAL FUND: The primary fund of the City used to account for all revenues and expenditures of the City not legally restricted as to use.

GOVERNMENTAL FUND TYPES: Funds used to account for the acquisition, use and balances of expendable financial resources and the related current liabilities -- except those accounted for in proprietary funds and fiduciary funds. In essence, these funds are accounting segregations of financial resources.

GRANT: Contributions or gifts of cash or other assets from another governmental or private entity to be used or expended for a specific purpose, activity, or facility.

IMPACT FEES: Fees charged to developers to cover, in whole or in part, the anticipated cost of improvements that will be necessary as a result of the development (e.g., parks, sidewalks).

INFRASTRUCTURE: Facilities on which the continuance and growth of a community depend, such as roads, water lines, sewers, public buildings, parks, and so forth.

IN-LIEU TAX: Tax levied in place of another tax or taxes. The State of California provides in-lieu motor vehicle fees to local governments to compensate for local personal property, not subject to property tax.

INTERFUND TRANSFERS: Transfers are classified into residual equity transfers and operating transfers. Residual equity transfers are non-recurring or non-routine transfers of equity between funds. Operating transfers reflect ongoing operating subsidies between funds. An example of operating transfer is when the General Fund would report its annual subsidy to fund capital improvements in the Capital Projects Fund.

INTERGOVERNMENTAL REVENUE: Funding from Federal, State, and local grants and revenue sharing programs.

INTERNAL CONTROL: A plan of organization for purchasing, accounting and other financial activities which, among other things, provides that: (1) the duties of employees are subdivided so that no single employee handles a financial action from beginning to end; (2) proper authorizations from specific responsible officials are obtained before key steps in the processing of a transaction are completed; and, (3) records and procedures are arranged appropriately to facilitate safekeeping and effective control.

INTERNAL SERVICE FUND: A fund used to account for the financing of goods or services provided by one department or agency to the other departments or agencies of a government, or to other governments, on a cost-reimbursement basis.

LICENSES AND PERMITS: Fees charged to recover the costs of regulating certain activities in the interest of the overall community. The fee may not exceed the actual cost and often does not fully recover regulatory costs. (e.g., building permits, encroachment permits, grading permits).

MAINTENANCE AND OPERATIONS: A budget category which accounts for all the supplies, goods, and services required to support a program or activity. (See “Expenditure Categories”).

MEASUREMENT FOCUS: The accounting convention that determines (1) which assets and which liabilities are included on a government’s balance sheet and where they are reported in therein, and (2) whether an operating statement presents information on the flow of financial resources (revenues and expenditures) or information on the flow of economic resources (revenues and expenses).

MODIFIED ACCRUAL BASIS: The accrual basis of accounting adapted to the governmental fund-type measurement focus. Under it, revenues and other financial resource increments (e.g., bond issue proceeds) are recognized when they become susceptible to accrual, meaning that is when they become both “measurable” and “available to finance expenditures of the current period.” “Available” means collectible in the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recognized when the fund liability is incurred except for (1) inventories of materials and supplies that may be considered expenditures either when purchased or when used, and (2) prepaid insurance and similar items that may be considered expenditures either when paid for or when consumed.

MUNICIPAL: In its broadest sense, an adjective denoting the State and all subordinate units of government. In a more restricted sense, an adjective denoting a city or village as opposed to other local governments.

MUNICIPAL CODE: A book that contains the City Council approved ordinances currently in effect. The Municipal Code defines City policy. The Municipal Code contains the “laws” of the City.

OBLIGATIONS: Amounts a government may be required legally to meet out of its resources. They include not only actual liabilities, but also unliquidated encumbrances.

OPERATING BUDGET: A financial, programmatic, and organization plan for furthering the goals of the City Council through the City departments, which does not include one-time capital improvement projects.

ORDINANCE: A formal legislative enactment by the City Council. An ordinance has the full force and effect of law within the City boundaries, unless it is in conflict with any higher form of law, such as a State statute or constitutional provision. An ordinance has a higher legal standing than a resolution.

PERSONNEL: Budget category used to denote salaries and all personnel associated benefits. (See “Expenditure Categories”.)

PROPOSITION 13: Enacted as Article XIII A of the California Constitution. Initiative constitutional amendment approved in the June 1978 ballot which imposes a 1% limit on property taxes, various assessment restrictions, and limitations on the levy of new taxes.

RESOLUTION: A special order of the City Council, which requires less legal formality than an ordinance, in terms of public notice, and the number of public readings prior to approval. A resolution has lower legal standing than an ordinance.

REVENUE: Amount received for taxes, fees, permits, licenses, interest, use of property, and intergovernmental sources during the fiscal year.

SPECIAL REVENUE FUNDS: These funds are separately administered because revenues are restricted by the State of California, the Federal government, or other governmental agencies as to how the City may spend them.

STATUTE: A written law enacted by a duly organized and constituted legislative body.

SUBVENTIONS: Revenue collected by the State (or other level of government), which are allocated to the City on a formula basis. The major subventions received by the City, from the State of California, include motor vehicle in-lieu, gasoline taxes, and homeowner’s property tax exemptions.

TAXES: Compulsory charges levied by a government to finance services performed for the common benefit. This term does not include specific charges made against particular persons or property for current or permanent benefits, such as special assessments. Neither does the term include charges for services rendered only to those paying such charges.

TRANSIENT OCCUPANCY TAX: A tax levied on lodging rentals (e.g., hotels, motels) where occupancy is less than 30 days and paid by the lodger.

USE OF MONEY AND PROPERTY: Funds include interest earned on the City’s investment portfolio, rental income, and fees collected for other uses of City properties (e.g., for the privilege of using the City’s rights-of-way).



Classification of Funds

General Fund: Used to account for the financial resources and expenditures associated with most City operations where revenue is not required to be recorded in a separate fund. Revenues collected in the General Fund are not restricted as to the program or purpose they may be spent upon. They are derived primarily from taxes which are well over 75% of all General Fund revenues. Other General Fund revenue sources include licenses and permits, fines and forfeitures, use of money and property, intergovernmental revenues, charges for services, and other miscellaneous revenues.

Gas Tax Fund: Used to account for revenues received and expenditures made for general street maintenance. Financing is provided by the City's share of state gasoline taxes collected under the Street and Highway Code, Sections 2103, 2105, 2106, 2107 and 2107.5. Sections 2103, 2105, 2106, and 2107 revenue can be used for street maintenance and construction, while Section 2107.5 revenue is restricted to street engineering activities.

SB1 RMRA Fund: Used to account for revenues received from the State SB1 taxes. Expenditures are restricted to basic road maintenance, rehabilitation, and critical safety projects.

Measure "M2" Fund: Used to account for revenues received and expenditures made for street improvement and maintenance. Financing is provided by the City's allocation from the Orange County Transportation Authority.

Air Quality Improvement Fund: Used to account for revenues received under AB2766 and expenditures made for air quality improvements. AB2766 was enacted to authorize air pollution control districts to impose fees on motor vehicles. The California Department of Motor Vehicles collects the fees by assessing an amount on each registered vehicle in the South Coast District. This fee is distributed by the South Coast Air Quality Management District to local governments on a prorated basis based on population in the area.

Senior Mobility Program Fund: Used to account for revenues and expenditures related to help design and operate a transit program that best fits the needs of older adults under the OCTA Senior Mobility Program.

CARITS Fund: Used to account for revenues and expenditures related to the cooperative agreement with the County of Orange for Coastal Area Road Improvement and Traffic Signals (CARITS) fee program.

Community Development Block Grant Fund: Used to account for revenues received and expenditures made for Community Development Block Grant eligible grants and capital projects. Eligible projects include, but are not limited to, local and national housing objectives for low- and moderate-income families, and capital projects such as wheelchair access ramps. Financing is provided by the U.S. Department of Housing and Urban Development.

Beverage Recycling Fund: Used to account for revenues and expenditures related to grant funding received from the California State Department of Conservation for the purpose of implementing and supporting beverage container recycling programs within the City.

CR&R Recycling Fees Fund: Used to account for contractual revenues received from the City's franchised hauler, CR&R, for the purposes of recycling consulting services and general recycling activity expenditures.

C & D Forfeited Deposits Fund: Used to account for Construction and Demolition Waste Recycling Program security deposits, which have been forfeited by the applicant, used for administration costs of the program, or on programs to divert the waste from construction, demolition and alteration projects from landfill disposal, or other recycling programs.

SB 1383 Grant Fund: Used to account for a one-time grant program meant to provide aid in the implementation of regulations adopted by CalRecycle pursuant to Chapter 395, Statutes of 2016 and SB170 Budget Act of 2021.

Park In-Lieu Fund: Used to account for revenues received and expenditures made related to park fees. The Quimby Act authorizes a city to require residential subdivisions to dedicate land for parks or pay fees in lieu of dedication.

CASP Fund: (Certified Access Specialist Program) Used to account for revenues and expenditures related to Senate Bill 1186 funds that are to be used for disability access and compliance with construction-related accessibility requirements.

Water Conservation Fund: Used to account for revenues and expenditures related to water use efficiency and conservation programs.

Grants & Contributions Fund: Used to account for revenues and expenditures made for specific projects including landscape improvements and certain capital expenditures. Land developers and builders, as well as other public agencies provide financing.

Public Art Fund: Used to account for revenues and expenditures related to the City's Public Art program designed to enhance the cultural and aesthetic environment and to encourage creativity, education and appreciation of the arts.

SLESF/COPS BRULTE Fund: Used to account for revenues received and expenditures made for front-line law enforcement services related to the allocations received through the State Supplemental Law Enforcement Services Fund (SLESF)/COPS program.

CIP Fund: Used to account for expenditures related to capital projects.

Debt Service Fund: Used to account for the City's debt service obligation related to the 2010 Certificates of Participation (debt issuance).

Civic Center Fund: Used to account for the revenues received and expenditures made related to the leasing activity of the City Hall Civic Center.



City Demographics

Population Estimate: 30,309 people

Per Capita Personal Income: \$88,456

City Unemployment Rate: 3.0%

Median Age: 43.8 years

Percentage of Population with High School Diploma: 93.4%

Percentage of Population with Bachelor's Degree: 75.9%

Principal Employers

Business Name	Number of Employees	% of Total Employment
Memorial Care Saddleback Medical Center	1,925	11.46%
Laguna Hills Health and Rehabilitation Center	236	1.40%
Saddleback Valley Unified School District	228	1.36%
Moulton Niguel Water District	180	1.07%
BJ's Restaurant & Brewhouse	158	0.94%
United States Postal Service	129	0.77%
Orange Coast Women's Medical Group	123	0.73%
Memorial Care Home Health	116	0.69%
Villa Valencia Healthcare Center	113	0.67%
Meridian at Laguna Hills	110	0.65%
Total City Employment Estimate: 16,800	3,318	19.75%

CITY OF LAGUNA HILLS



CITY COUNCIL POLICY

SUBJECT: FINANCIAL POLICIES
POLICY No. 105

Effective Date: March 14, 1995

Last Revision: July 1, 2013

PURPOSE:

Provide the framework and direction for financial planning and decision making by the City Council and City staff. These policies are designed to ensure the financial integrity of the City and a service delivery system that addresses the needs and desires of the citizens of Laguna Hills.

These policies establish financial parameters that will guide the budget development and deliberation process, safeguard financial assets, and maintain the City's strong financial condition.

BACKGROUND:

These policies have been designed to safeguard financial assets, maintain the integrity of financial and accounting systems, and ensure the long-term fiscal viability of the City. The emphasis in these policies is that the long-term implications of financial decisions are fully understood and taken into account in the decision-making process. These policies will be reviewed by the City Council at the beginning of each biennial budget development process.

POLICY:

A. BUDGETING

1. The City Manager shall present a proposed budget to the City Council on a biennial basis to be adopted no later than June 30th preceding the commencement of the two-year budget cycle. The budget will be prepared, presented, and administered by the City Manager and Assistant City Manager/Finance Director. It will serve as the policy document of the City Council for implementing City Council goals and objectives.
2. The City will maintain a long-range fiscal perspective through the use of a two-year operating budget, six-year Capital Improvement Plan, and an Eight-Year Resource Allocation Plan. The Budget will be developed and adopted with a sharp focus on long-term financial solvency and compliance with these Financial Policies.

3. The budget is a resource-allocation document and serves as the financial plan for the City. It will serve as the policy document of the City Council and will provide policy direction to the City Manager in the areas of desired service levels and funding priorities.
4. Opportunities will be provided for public input during the City Council's public review and budget adoption process. Although not required by State or local laws, the City will hold a noticed public hearing prior to the adoption of the budget.
5. The budget document will be prepared so that it: (1) facilitates public study and (2) effectively communicates key economic issues and fiscal policies. Assumptions for underlying revenue sources and expenditure estimates will be explained and documented.
6. It is the City's policy to fund current year operating expenditures with current year operating revenues. In the budget proposal presented by the City Manager, recurring revenues shall meet or exceed recurring expenditures for ongoing operations. The City will strive to achieve and maintain an operating revenues-to-operating expenditures ratio of 1.1 to 1 or greater.

The formula for calculating this ratio is:

$$\frac{\text{Operating Revenues}^{(1)} + \text{Enterprise Fund Net Cash Flow}}{\text{Operating Expenditures} + \text{Direct Net Debt Service}}$$

(1) *For the purpose of this calculation, Operating Revenues shall include interest earnings which shall be limited to a maximum of 10% of Operating Revenues.*

7. No one-time, non-recurring revenues or Gas Tax revenues may be used in determining the ratio defined in paragraph 6 of this section. In the event this ratio is impossible to maintain without cuts in service levels, the City Manager will present recommended actions to the City Council.
8. The City Council may authorize the use of reserves and/or non-recurring revenues to balance the budget when unforeseen events occur that reduce the City's recurring revenues, and to direct the City Manager to make budgetary recommendations that will re-balance the budget within a specified timeframe.

9. All budgetary procedures will conform to state regulations and Generally Accepted Accounting Principles (GAAP) for governmental agencies.
10. The City's budget will be presented by department with a logical breakdown of programs. The budget format will clearly outline the major service areas and the associated expenditures.
11. The budgeting process will include quarterly reports to the City Council and will include budgetary status and compliance. The City Manager will notify the City Council whenever changing operations or economic developments require corrective budgetary modifications. The City Manager shall also inform the City Council if operating revenues are projected to decrease by more than 10% from the adopted Budget.
12. All appropriations in the Operating Budget will be automatically carried over from the first year to the second year of the two-year budget period.
13. Departmental budget control shall be the responsibility of the Department Head. Department Heads shall, with the concurrence of the Assistant City Manager/Finance Director, have the authority to move appropriations between line items within their departmental budgets. At the discretion of the City Manager, expenditures may be moved from one department to another, or between funds within the Operating Budget.
14. At the discretion of the City Manager, expenditures may be moved from one capital improvement project to another within the adopted Capital Improvement Plan.
15. During the budget cycle, special circumstances may require an increase in the appropriations established in the adopted budget and would require a budget amendment. These may include:
 - a) changes to spending priorities;
 - b) increase in operating or capital expenditures;
 - c) decrease in operating revenues.
16. City Council approval is required to increase the total sum of the appropriations made for the Operating Budget or the Capital

Improvement Plan from the adopted Budget Resolution. City Council approval is also required to move appropriations between the Operating Budget and the Capital Improvement Plan.

B. CAPITAL PLANNING

1. The purpose of the Capital Improvement Plan is to systematically plan, schedule, and finance capital projects as approved and prioritized by the City Council. The Capital Improvement Plan will be a six-year plan and will include major rehabilitation costs to existing infrastructure and facilities, as well as the cost of new facilities or capital improvements. Staff will inventory and assess the condition of all major capital assets every two years and make recommendations to the City Council regarding any modifications to the Capital Improvement Plan as part of the budget development process.
2. Capital projects will include projected changes in operating and maintenance costs, work force requirements, productivity, and risk management considerations.
3. A capital improvement project shall be established for all projects greater than \$100,000 with an expected useful life of at least 3 years that also meet the definition of a public project per Section 22002 of the State Public Contracts Code. These include projects involving construction, reconstruction, alteration, renovation, improvement, demolition or major repair work. This excludes routine, recurring and usual work for the preservation, protection, or maintenance of publicly owned land, improvements and equipment.
4. For purposes of this policy, the scope of a proposed capital improvement project may be defined as the work to be undertaken at a single location. However, if work at a specific location would not otherwise meet the cost threshold for establishing a separate capital improvement project, and similar work is to take place at other locations(s) during the six-year plan, then all such similar work shall be defined as one capital improvement project.
5. The Capital Improvement Plan process will realistically assess potential future revenues and avoid commitments for projects that lack economic feasibility. The Capital Improvement Plan will recognize the borrowing limitation of the City and the debt tolerance of the City as a whole.

6. All budgeted capital improvement projects automatically re-appropriate each fiscal year until the project is completed.

C. ACCOUNTING, AUDITING, AND FINANCIAL REPORTING

1. The City's accounting and financial reporting systems shall be maintained in accordance with generally accepted accounting principles (GAAP) and other standards promulgated by the Governmental Accounting Standards Board (GASB).
2. The City shall prepare an annual report, in a Comprehensive Annual Financial Report (CAFR) format, which shall conform to the reporting standards established by the Governmental Accounting, Auditing and Financial Reporting (GAFR).
3. The annual financial report will be audited each year by an independent auditor. A new independent auditor shall be selected competitively, through a formal public request for proposal process, at least every six years pursuant to State law.
4. An Audit Committee shall be formed consisting of the City Manager, or his designee, and two Council Members for the purpose of providing a direct line of communication between the auditor and the City Council. The City Attorney shall be available to advise the Audit Committee.

D. CASH MANAGEMENT, INVESTMENTS, AND BANKING RELATIONS

1. Investments and cash management will be the responsibility of the Deputy Treasurer/Finance Director under the direction of the City Manager/Treasurer.
2. In accordance with Section 53646 of the Government Code, the City Council will review and update annually a specific investment and portfolio policy. The primary purpose of this policy is to set forth the City's investment philosophy and objectives. The City's investment objectives are: safety; compliance with Federal, State and local laws; liquidity; and yield. The policy also specifically outlines authorized investments, the acceptable percentages and maximum maturities allowed for each investment instrument and the criteria used to determine qualified depositories/dealers.
3. In the selection of banking services, a competitive public request for proposal process will be used at least every ten years.

E. DEBT MANAGEMENT

1. The most appropriate use of debt financing is for the purchase or construction of major capital facilities that will serve as a long-term community asset. In this instance, the use of a long-term debt instrument can spread the acquisition and construction costs of the facility over the period of years during which it will be used by the community. On the one hand, today's taxpayers need not pay for benefits enjoyed by others in the future. On the other hand, current residents should not burden their successors with costs that exceed the benefits of aging facilities.
2. The City will not use long-term debt financing for any recurring purpose such as current operating and maintenance expenditures.
3. The City's debt management shall conform to all other budgeting and financial reporting policies where applicable. All debt issuance shall comply with Federal and State requirements.
4. The term of any City debt issue shall not exceed the useful life of the assets being acquired or constructed by the debt issue.
5. Accompanying each debt issue will be an assessment of the City's capacity to repay the debt. The assessment will address the effects on the current Operating Budget, Capital Improvement Plan, and Eight-Year Resource Allocation Plan. Commitments to future operations, maintenance costs and stable debt retirement sources will also be identified.
6. For all outstanding General Fund debt, the City will not exceed a maximum debt burden of 12% of Operating Revenues. This debt service ratio shall be calculated as follows:

$$\frac{\text{Direct Net Debt Service}^{(1)}}{\text{Operating Revenues}^{(2)} + \text{Enterprise Fund Net Cash Flow}}$$

(1) *Direct Net Debt is defined as any debt service paid by the General Fund and does not include self-supporting debt such as special assessments.*

(2) *For the purpose of this calculation Operating Revenues shall include interest earnings which shall be limited to a maximum of 10% of General Fund Revenues.*

7. In addition, the City shall calculate the Direct Net Debt Per Capita ratio and verify that it falls within the guidelines as recommended by Standard & Poor's bond rating agency to assure that the City maintain the best possible bond rating. The ratio shall be calculated as follows:

$$\frac{\text{Direct Net Debt Outstanding}^{(1)}}{\text{Population}}$$

(1) *Direct Net Debt is defined as debt that is supported by the General Fund. It does not include any self-supporting debt such as special assessments.*

8. No bond issue will be undertaken without consulting appropriate external financial advisers, bond counsel and disclosure counsel. Financial advisers and bond counsel will be selected in a manner consistent with the City's customary practice of hiring professional services.
9. The City will provide full disclosure on every financial report and bond prospectus and will strive to maintain the best possible bond rating on all debt issuances including an AA implied underlying General Fund rating from Standard & Poor's, or its equivalent. Ongoing efforts will be taken to improve and enhance the City's bond rating and the marketability of its debt.

F. REVENUE AND EXPENDITURES

1. The City will maintain a level of expenditures which will provide for the health, safety and welfare of the residents of the community.
2. The City will endeavor to maintain a diversified and stable revenue base to minimize the effects of fluctuations in any single revenue source. Efforts will be directed to optimize existing revenue sources while periodically reviewing potential new revenue sources.
3. The City will project revenues using conventional forecasting methods including trend and statistical analysis. In the case of assumption uncertainty, conservative projections will be utilized based on appropriate and available socio-political and economic factors.
4. Intergovernmental assistance shall be used to finance only those capital improvements that are consistent with the City's Capital Improvement Plan and local government priorities, and whose

operation and maintenance costs have been included in operating budget forecasts.

5. User fees shall not exceed the reasonable estimated cost of providing the service (or for administering the regulatory program) for which the fee is charged and shall not be levied for revenue generating purposes. Such costs are to be apportioned so that charges allocated to a payer bear a fair and reasonable relationship to the payer's burdens on or benefits from the service or regulatory activity.

User fees shall be established to ensure that the fees are reasonable, fair, equitable in nature, and are proportionately representative of the costs incurred by the City. The City shall recalculate the full cost of activities supported by user fees to take into account inflation and other cost increases at least every seven years.

6. Direct development processing costs and related administrative expenses shall be totally offset by development fees, whenever possible. However, in the interest of public health, safety and welfare, the City Council may, at its discretion, establish a charge and or fee that does not fully recover the costs of providing the service.
7. The City Manager will provide quarterly reports to the City Council that compares year-to-date actuals with revenue projections. The City Manager will notify the City Council whenever changing operations or economic developments require corrective budgetary measures.
8. Gas tax revenues will be annually earmarked to offset all costs in connection with the City's annual street maintenance program. The City will strive to maintain this program in such a manner that will not require the infusion of General Fund revenues.

G. FUND BALANCE

1. Fund balance is essentially the difference between the assets and liabilities reported in a governmental fund. There are five separate components of fund balance, each of which identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts can be spent.
 - Nonspendable fund balance (inherently nonspendable)
 - Restricted fund balance (externally enforceable limitations on use)

- Committed fund balance (self-imposed limitations on use)
- Assigned fund balance (limitation resulting from intended use)
- Unassigned fund balance (residual net resources)

The first two components listed above are not addressed in this policy due to the nature of their restrictions. An example of nonspendable fund balance is prepaid items. Restricted fund balance is either imposed by law or constrained by grantors, contributors, or laws or regulations of other governments. This policy is focused on financial reporting of unrestricted fund balance, or the last three components listed above.

2. **Committed Fund Balance:** The City Council may commit fund balance for specific purposes pursuant to constraints imposed by formal actions taken, such as an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified use through the same type of formal action taken to establish the commitment.
3. **Assigned Fund Balance:** These are amounts that are constrained by the City's intent to be used for specific purposes, but are neither restricted nor committed. This policy hereby delegates the authority to assign amounts to be used for specific purposes to the City Manager, or his/her designee, for the purpose of reporting these amounts in the annual financial statements.
4. **Unassigned Fund Balance:** These are the residual positive net resources of the general fund in excess of what can properly be classified in one of the other four categories.
5. **Restricted fund balance** should be spent first when an expenditure is incurred for purposes for which both restricted and unrestricted fund balance are available. Similarly, when an expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance could be used, then committed amounts should be reduced first, followed by assigned amounts and then unassigned amounts.

H. RESERVES

1. The City will strive to achieve and maintain a minimum Assigned and Unassigned (hereafter, Unencumbered) Fund Balance Reserve of 40% of the annual operating budget for operating contingencies, emergencies caused by calamitous events, economic uncertainty and

to stabilize fluctuations in cash flow requirements. The formula for calculating this ratio is:

$$\frac{\text{Budgeted or Projected Year End Unencumbered Fund Balance}}{\text{Current Operating Expenditures + Direct Net Debt Service}}$$

The City will also strive to achieve and maintain a minimum Unassigned Fund Balance of 25%. The formula for calculating this ratio will be the same as that above, but will exclude Assigned portions of Fund Balance.

2. In order to meet long-range maintenance and future equipment repair and replacement needs, the City shall maintain Maintenance Reserve Funds for: the Community Center; the Sports Complex; the Civic Center; and park equipment for component parts with a value of over \$ 50,000. The City shall maintain a fiscally responsible funding plan that will fully fund the long-term maintenance and replacement costs of major capital equipment within these facilities.

The City shall conduct a reserve analysis study to determine the amount required to fully fund the Maintenance Reserve at least every seven (7) years. The City will annually assign a portion of fund balance to fully fund the anticipated maintenance and replacement costs for identified components.

3. A Liability Self-Insurance Fund shall be maintained for the purpose of setting aside resources for costs not covered by the City's insurance programs such as claims within the City's self-insurance retention.
4. The City shall maintain a PERS Employer Contribution Stabilization Fund in order to reduce volatility in the employer contribution rates set by PERS. If the City's Actual Required Contribution (ARC) in any given year falls below 9%, the City shall contribute to this stabilization fund the difference between 9% and the City's actual ARC. In years when the actual ARC is above 9%, the City Manager may use monies in the Stabilization Fund to pay for any contribution amounts above 9%. The City Manager will notify the City Council when monies from this fund are used to pay any portion of the City's ARC above 9%.
5. The City shall remain in compliance with the requirement of the Government Accounting Standards Board's (GASB) most current Statements for the accounting and disclosure of information

regarding the City's measurement and recognition of pension expenditures and related assets and liabilities.

I. EMPLOYEE COMPENSATION

1. The City has an established employee compensation program that is designed to attract and retain highly qualified individuals who are capable of delivering a high level of service in a streamlined organization. The City will continue this commitment to competitive, market-based compensation and pay for performance.
2. For non-management employees, the City will strive to maintain a highly competitive salary and benefits program which sets the top step of salary ranges at 5% above the Comparator Agencies average for each comparable position. The Comparator Agencies are those cities identified in the City's 2011 Comprehensive Compensation Study. The City Manager will annually conduct a survey of comparable positions in the Comparator Agencies and recommend to the City Council salary adjustments in keeping with this policy, or any current Memorandum of Understanding.
3. Salary adjustments within a classification range may be given after the required comprehensive performance appraisal and will be based on merit only.

ATTACHMENTS:

- None

RESOLUTION NO. 2025-06-10-X

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ADOPTING THE OPERATING BUDGET, CAPITAL IMPROVEMENT PROGRAM AND OTHER APPROPRIATIONS FOR THE CITY OF LAGUNA HILLS FOR THE 2025-2026 & 2026-2027 FISCAL YEARS

WHEREAS, the City Manager has submitted to the City Council a proposed budget for the 2025-2026 & 2026-2027 fiscal years; and

WHEREAS, the City Council held the first budget workshop on April 8, 2025, the second budget workshop on April 29, 2025, the third budget workshop on May 13, 2025, and the fourth budget workshop on May 27, 2025, during which workshops there was an opportunity for all persons to be heard and make suggestions or objections and the City Council was able to carefully consider those suggestions and objections; and

WHEREAS, the City Council did consider said proposed budget and set June 10, 2025, as the planned date for adoption at the regularly scheduled City Council meeting; and

WHEREAS, all comments presented to the City Council were considered and evaluated.

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

SECTION 1. The City Council has reviewed the proposed Operating Budget and Capital Improvement Program, in the form attached to the June 10, 2025 staff report, and the funds included therein for the period of July 1, 2025 through June 30, 2027, and hereby finds that such budgets are sound plans for the financing of required City operations, services, and capital improvements.

SECTION 2. The City Manager's proposed Operating Budget, in the form attached to the June 10, 2025 staff report, shall be adopted, with the General Fund expenditure amounts of \$29,213,695 for the fiscal year 2025-2026 and \$34,493,985 for the fiscal year 2026-2027, and shall include any changes made and approved as a result of the City's consideration and adoption conducted on June 10, 2025, hereinafter, the Budget.

SECTION 3. The City Manager's proposed Capital Improvement Program shall be adopted in the amount of \$9,852,745 for the fiscal year 2025-2026 and \$8,753,000 for the fiscal year 2026-2027, and shall include any changes made and approved as a result of the City's consideration and adoption conducted on June 10, 2025.

SECTION 4. The City Manager is authorized to make budget transfers within and between departments and programs as deemed desirable and necessary in order to meet the City's needs and in compliance with the City's financial policies, as long as the transfer does not increase the annual budget appropriations.

SECTION 5. The City Manager is authorized to carryover appropriations from prior fiscal years for projects and purposes that are unfinished or in-progress, until such time that the project or purpose is complete.

SECTION 6. The 2025-2026 & 2026-2027 fiscal year budget, which is hereto attached to the June 10, 2025 staff report and incorporated herein by reference, is hereby approved and adopted by the City Council, including any changes made and approved as a result of the City's consideration and adoption conducted on June 10, 2025.

PASSED, APPROVED AND ADOPTED this 10th day of June 2025.

JOSHUA SWEENEY, MAYOR

ATTEST:

JENNIFER LEE, CITY CLERK

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

I, Jennifer Lee, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2025-06-10-X adopted by the City Council of the City of Laguna Hills, California, at a
Regular Meeting thereof held on the 10th day of June 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

JENNIFER LEE, CITY CLERK



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Jarad Hildenbrand, City Manager
Issue: Approval of Fiscal Year 2025–26 Agreement with the County of Orange for the Provision of Law Enforcement Services

Recommendation: That the City Council approve the agreement with the County of Orange for the provision of law enforcement services for fiscal year 2025–26 and authorize the Mayor to execute the contract on behalf of the City.

Background:

This item is continued from the May 27, 2025 City Council/Planning Agency regular meeting. The Orange County Board of Supervisors is scheduled to approve law enforcement agreements with contract cities on June 24, 2025, at 9 am. They are requesting that cities approve their agreements beforehand.

The City of Laguna Hills contracts annually with the Orange County Sheriff's Department (OCSD) for municipal law enforcement services. These services are provided under agreement with the County of Orange, which outlines the specific staffing, scope, and cost structure for the fiscal year. The attached agreement includes all relevant provisions and exhibits referenced below.

For FY2025–26, the proposed contract includes the following:

- Contract Term: July 1, 2025 through June 30, 2026
- Scope of Services: Law enforcement services include patrol, traffic enforcement, investigations, a school resource officer, parking control, and emergency management coordination. Details are provided in Attachment A of the contract (Scope of Work).

- **Staffing Level:** The contract provides for 28.33 full-time equivalent (FTE) positions, including:
 - 1 Captain
 - 3 Sergeants (Admin and Patrol)
 - 16 Patrol Deputies
 - 2 Motorcycle Deputies
 - 2 Investigators
 - 1 School Resource Officer
 - 3 Community Services Officers
 - 1 Sr. Emergency Management Program Coordinator
- **Additional support** is provided through regional/shared staffing teams as outlined in Attachment C of the contract (Level of Service).
- **Technology and Equipment:** The contract includes the provision and maintenance of Body Worn Cameras (BWC), In-Car Video (ICV) systems, Mobile Data Computers (MDCs), and E-Citation units. These are discussed in Attachment A of the contract.
- **Traffic Violator Apprehension Program (TVAP):** The City's continued participation in OCSD's TVAP is authorized through Attachment E of the contract, aligning with City Council Resolution No. 2024-09-10-3.
- **Office Space:** As in prior years, the City provides dedicated office space, utilities, and custodial services at no cost to the County, as described in Attachment A of the contract.

Fiscal Impact:

The total cost of law enforcement services for FY2025–26 is \$12,140,982, representing a 6.65% increase over the FY2024–25 total of \$11,383,757. The increase is attributed primarily to increases in personnel costs, equipment maintenance, and operational overhead.

Per Attachment B of the contract (Payment Provisions), the City will be invoiced monthly at one-twelfth (1/12) of the annual obligation. Adjustments will be made at year-end for actual overtime and any labor-related increases resulting from collective bargaining agreements.

This cost is included in the FY 2025–26 City Budget.

Attachments:

1. Proposed Contract with Laguna Hills for Law Enforcement Services
2. Laguna Hills FY2025-26 OCSD Services Spreadsheet

CONTRACT
With
City of Laguna Hills
For
Law Enforcement Services

This Contract for Law Enforcement Services, (hereinafter referred to as “Contract”) is made and entered into as of the date fully executed by and between the County of Orange, a political subdivision of the State of California (hereinafter referred to as “County,”) on behalf of Orange County Sheriff’s Department, (“Sheriff”), and the City of Laguna Hills, (hereinafter referred to as “City,”) with County and City sometimes individually referred to as “Party”, or collectively referred to as “Parties”

ATTACHMENTS

This Contract is comprised of this document and the following Attachments, which are attached hereto and incorporated by reference into this Contract:

Attachment A – Scope of Work
Attachment B – Payment Provisions
Attachment C – Level of Service
Attachment D – City Ordinances
Attachment E – TVAP Resolution
Attachment F – TVAP Form
Attachment G – Forfeited and Seized Asset Policy

RECITALS

WHEREAS, City wishes to contract with County for law enforcement services; and

WHEREAS, County is agreeable to the rendering of such services, as authorized in Government Code sections 51301, 54981, and 55632, on the terms and conditions hereinafter set forth,

NOW, THEREFORE, the Parties mutually agree as follows:

ARTICLES

General Terms and Conditions:

- A. **Term of Contract:** This Contract shall commence July 1, 2025 and terminate June 30, 2026 unless earlier terminated by either Party or extended in the manner set forth herein.
- B. **Termination:** County and City may terminate this Contract, without cause, upon one-hundred and eighty (180) days written notice to the other Party.
- If the County and City have not entered into a written Contract for further law enforcement services thirty (30) days before this Contract terminates, then the County and City may execute an amendment that provides as follows and does not materially alter other terms of the Contract: County shall continue to provide to City all, or a designated part, of the law enforcement services specified herein, for sixty (60) days following the termination date of this Contract, and City shall pay County the full costs of providing such services. Such full costs may be greater than those listed herein.
- C. **Entire Contract:** This Contract contains the entire Contract between the parties with respect to the matters herein, and there are no restrictions, promises, warranties or undertakings other than those set forth herein or referred to herein.
- D. **Amendments:** Unless expressly provided for in this Contract, no alteration or variation of the terms of this Contract shall be valid unless made in writing and signed by the parties; no oral understanding or Contract not

incorporated herein shall be binding on either of the parties; and no exceptions, alternatives, substitutes or revisions are valid or binding on either Party unless authorized in writing.

- E. **Severability:** If any term, covenant, condition or provision of this Contract is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.
- F. **Headings:** Headings used throughout this Contract are for convenience only and shall not affect the meaning or interpretation of any provisions of this Contract.
- G. **Independent Contractor:** County is and at all times shall be deemed to be, an independent contractor. Nothing herein contained shall be construed as creating the relationship of employer and employee, or principal and agent, between City and County or any of County's agents or employees. County and its Sheriff shall retain all authority for rendition of services, standards of performance, control of personnel, and other matters incident to the performance of services by County pursuant to this Contract. County, its agents and employees, shall not be entitled to any rights or privileges of City employees and shall not be considered in any manner to be City employees.
- H. **Indemnification:** County, its officers, agents, employees, subcontractors and independent contractors shall not be deemed to have assumed any liability for the negligence or any other act or omission of City or any of its officers, agents, employees, subcontractors or independent contractors, or for any dangerous or defective condition of any public street, work or property of City, or for any illegality or unconstitutionality of City's municipal ordinances. City shall indemnify and hold harmless County, and its elected and appointed officials, officers, agents, employees, subcontractors and independent contractors from any claim, demand or liability whatsoever based or asserted upon the condition of any public street, work or property of City, or upon the illegality or unconstitutionality of any municipal ordinance of City that Sheriff has enforced, or upon any act or omission of City, or its elected and appointed officials, officers, agents, employees, subcontractors or independent contractors related to this Agreement, including, but not limited to, any act or omission related to the maintenance or condition of any vehicle or motorcycle that is owned or possessed by City and used by County personnel in the performance of this Agreement, for property damage, bodily injury or death or any other element of damage of any kind or nature, and City shall defend at its expense including attorney fees, and with counsel approved in writing by County, County and its elected and appointed officials, officers, agents, employees, subcontractors and independent contractors in any legal action or claim of any kind based upon or asserted upon such condition of public street, work or property, or illegality or unconstitutionality of a municipal ordinance, or alleged acts or omissions. If judgment is entered against City and County by a court of competent jurisdiction because of the concurrent active negligence of either party, City and County agree that liability will be apportioned as determined by the court. Neither party shall request a jury apportionment.

County shall indemnify and hold harmless City and its elected and appointed officials, officers, agents, employees, subcontractors and independent contractors from any claim, demand or liability whatsoever based or asserted upon any act or omission of County or its elected and appointed officials, officers, agents, employees, subcontractors or independent contractors related to this Agreement, for property damage, bodily injury or death or any other element of damage of any kind or nature, and County shall defend, at its expense, including attorney fees, and with counsel approved in writing by City, City and its elected and appointed officials, officers, agents, employees, subcontractors and independent contractors in any legal action or claim of any kind based or asserted upon such alleged acts or omissions.
- I. **State Audit:** Pursuant to Government Code Section 8546.7, City and County shall be subject to examination and audit by the State Auditor for a period of three years after final payment by City to County under this Contract. City and County shall retain all records relating to the performance of this Contract for said three-year period, except that those records pertaining to any audit then in progress, or to any claims or litigation, shall be retained beyond said three-year period until final resolution of said audit, claim or litigation.
- J. **Notices:** Termination notices shall be effective when written and deposited in the United States mail, certified, return receipt requested and addressed as below. All other notices authorized or required by this Contract shall be effective when written and deposited in the United States mail, first class postage prepaid and addressed as follows:

CITY: ATTN: CITY MANAGER
 CITY OF LAGUNA HILLS
 24035 EL TORO ROAD
 LAGUNA HILLS, CA 92653

COUNTY: ATTN: LAW ENFORCEMENT CONTRACT MANAGER
 SHERIFF-CORONER DEPARTMENT
 320 NORTH FLOWER STREET, SUITE 108
 SANTA ANA, CA 92703

-Signature Page to Follow-

IN WITNESS WHEREOF, the Parties hereto have executed this Contract on the dates opposite their respective signatures:

City: Laguna Hills

By: _____ Title: Mayor

Print Name: _____ Date: _____

Attest: _____

City Clerk

Approved as to Form

By: _____
City Attorney

County:

By: _____ Title: Chair of the Board of Supervisors

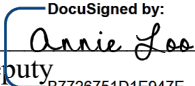
Print Name: _____ Date: _____

Signed and certified that a copy of this Contract has been delivered to the Chair of the Board Per Government Code section 25103; Resolution 79-1535.

Attest: _____

Robin Stieler
Clerk of the Board
County of Orange, California

Approved as to Form
Office of the County Counsel
Orange County, California

By:  _____
Deputy
B7726751D1E947E...

SCOPE OF WORK**A. REGULAR SERVICES BY COUNTY:**

1. Sheriff shall render to City law enforcement services as hereinafter provided. Such services shall include the enforcement of lawful State statutes and lawful municipal ordinances of City, other than licensing ordinances.
2. The night, day and evening patrol and supervisory shifts will be established by Sheriff. Personnel of each shift may work varying and different times and may be deployed to other shifts when, in the opinion of Sheriff and City Manager, the need arises. Any long-term shift deployment change will be reported to the City Council.
3. The level of service, other than for licensing, to be provided by the County for this Contract is set forth in Attachment C.
4. For any service that is provided to City at less than 100% of a full-time Sheriff position, County retains the option to terminate such service in the event the other City or cities that contract(s) for the balance of the time of the employee providing the service no longer pay(s) for such service and City does not request the Contract be amended to pay 100% of the cost of the employee providing such service. The Maximum Obligation of City will be adjusted accordingly.
5. All services contracted for in this Contract may not be operational on the precise date specified in this Contract. In those instances, Sheriff shall notify City Manager of the date or dates such service or services are to be implemented. If the City pays for a service before its implementation, the County shall provide a credit, based on the vacancy credit rates calculated for that fiscal year, in the City's final invoice of that fiscal year.
6. During emergencies, such as mutual aid situations, Sheriff will attempt to leave in City the Captain in charge of City Police Services. If Sheriff determines that the Captain is needed elsewhere, Sheriff will notify City's Manager within four hours. Sheriff will return the Captain to City as soon as possible once the emergency situation is under control.
7. Sheriff shall receive applications for City licenses pursuant to the City's ordinances in Attachment D and complete investigations relating to such applications. Said investigations shall be forwarded to City Manager who is responsible for the disposition of the application and notification to the applicant. County shall not provide any advisory, administrative, hearing or litigation attorney support or services related to licensing. County shall not provide any administrative or investigatory services related to the licensing ordinances, except the investigations relating to initial applications for which this subsection provides.
8. With the limitations set forth below, Sheriff, on behalf of County, is authorized to execute written amendments to this Contract to increase or decrease the level of service, when Sheriff and City mutually agree that such increase or decrease in the level of service is appropriate. Any such amendment to the Contract shall concomitantly increase or decrease the cost of services payable by City. Sheriff and appropriate City personnel shall file copies of any such amendments to this Contract with the Clerk of County's Board of Supervisors and City's Clerk. Except for costs related to Employee Bargaining as defined herein, changes to this Contract executed by Sheriff and City Manager may not, in the aggregate, increase or decrease the cost of services payable by City by more than one percent (1%) of the Maximum Obligation.

B. ENHANCED AND SUPPLEMENTAL SERVICES BY COUNTY:

1. Enhanced services for events on City property. At the request of City, through its City Manager, Sheriff may provide enhanced law enforcement services for functions, such as community events, conducted on property that is owned, leased or operated by City. Sheriff shall determine personnel and equipment needed for such enhanced services. City shall reimburse County for such additional services, at an amount computed by Sheriff, based on the current year's County law enforcement cost study. The cost of these enhanced services shall be in addition to the Maximum Obligation of City. Sheriff shall bill City immediately after each such event.

2. Supplemental services for occasional events operated by private individuals and entities on non-City property. At the request of City, through its City Manager, Sheriff may provide supplemental law enforcement services to preserve the peace at special events or occurrences that occur on an occasional basis and are operated by private individuals or private entities on non-City property. Sheriff shall determine personnel and equipment needed for such supplemental services, and will provide such supplemental services only if Sheriff is able to do so without reducing the normal and regular ongoing services that Sheriff otherwise would provide to City pursuant to this Contract. Such supplemental services shall be provided only by regularly appointed full-time peace officers, at rates of pay governed by a Memorandum of Understanding between County and the bargaining unit(s) representing the peace officers providing the services. Such supplemental services shall include only law enforcement duties and shall not include services authorized to be provided by a private patrol operator, as defined in Section 7582.1 of the Business and Professions Code. Law enforcement support functions, including, but not limited to, clerical functions and forensic science services, may be performed by non-peace officer personnel if the services do not involve patrol or keeping the peace and are incidental to the provision of law enforcement services. City shall reimburse County its full, actual costs of providing such supplemental services at an amount computed by Sheriff, based on the current year's County law enforcement cost study. The cost of these supplemental services shall be in addition to the Maximum Obligation of City. Sheriff shall bill City immediately after each such event.

3. Supplemental services for events operated by public entities on non-City property. At the request of City, through its City Manager, Sheriff may provide supplemental law enforcement services to preserve the peace at special events or occurrences that occur on an occasional basis and are operated by public entities on non-City property. Sheriff shall determine personnel and equipment needed for such supplemental services, and will provide such supplemental services only if Sheriff is able to do so without reducing services that Sheriff otherwise would provide to City pursuant to this Contract. City shall reimburse County its full, actual costs of providing such supplemental services at an amount computed by Sheriff, based on the current year's County law enforcement cost study. The cost of these supplemental services shall be in addition to the Maximum Obligation of City. Sheriff shall bill City immediately after each such event.

4. Notwithstanding the foregoing, City, through its permit process, may utilize the services of Sheriff at events, for which City issues permits, that are operated by private individuals or entities or public entities. Sheriff shall determine personnel and equipment needed for said events. If said events are in addition to the level of services listed in this Contract, City shall reimburse County for such additional services at an amount computed by Sheriff, based upon the current year's County law enforcement cost study. The cost of these services shall be in addition to the Maximum Obligation of City. Sheriff shall bill City immediately after said services are rendered.

5. In accordance with Government Code Section 51350, County has adopted Board Resolution 89-1160 which identifies Countywide services, including but not limited to helicopter response. Sheriff through this contract provides enhanced helicopter response services. The cost of enhanced helicopter response services is included in the Maximum Obligation of City. County shall not charge any additional amounts for enhanced helicopter services without written notification to the City.

C. BODY WORN CAMERA AND IN CAR VIDEO:

1. As part of the law enforcement services to be provided to City, County has provided, or will provide, body worn cameras (hereinafter called "BWC") that will be worn by Sheriff's personnel and In Car Video (hereinafter called "ICV") that will be mounted in vehicles designated by Sheriff for use within City service area.

2. Sheriff has the exclusive right to use said BWC and ICV for law enforcement services related to this Contract.

3. City shall pay County the full costs to County of a) the acquisition of BWC and the acquisition and installation of ICV, and b) recurring costs, as deemed necessary by County, including the costs of maintenance and contributions to a fund for replacement and upgrade of such BWC and ICV when they become functionally or technologically obsolete. The costs to be paid by City for recurring costs, including maintenance and replacement/upgrade of BWC and ICV, are included in the costs set forth in the Maximum Obligation of City, unless City has already paid such costs.

4. If, following the initial acquisition of BWC and ICV referenced above, City requires BWC and ICV for additional Sheriff's personnel or vehicles designated for use in the City service area, County will purchase said additional BWC and ICV. Upon demand by County, City will pay to County a) the full costs of acquisition of

additional BWC and the full cost of acquisition and installation of additional ICV, and b) the full recurring costs for said BWC and ICV, as deemed necessary by County, including the costs of maintenance, and contributions to a fund for replacement and upgrade of such BWC and ICV when they become functionally or technologically obsolete. Said costs related to additional BWC and ICV are not included in, and are in addition to, the costs set forth in the Maximum Obligation.

5. County will replace and/or upgrade BWC and ICV as needed. The costs of replacing/upgrading BWC and ICV shall be paid by County from the replacement/upgrade funds to be paid by City in accordance with the foregoing. City shall not be charged any additional charge to replace or upgrade BWC and ICV.

D. TRAFFIC VIOLATOR APPREHENSION PROGRAM:

1. County has established a Traffic Violator Apprehension Program (“the Program”), which is operated by Sheriff, and is designed to reduce vehicle accidents caused by unlicensed drivers and drivers whose licenses are suspended and to educate the public about the requirements of the Vehicle Code and related safety issues with regard to driver licensing, vehicle registration, vehicle operation, and vehicle parking. The Program operates throughout the unincorporated areas of the County and in the cities that contract with County for Sheriff’s law enforcement services, without regard to jurisdictional boundaries, because an area-wide approach to reduction of traffic accidents and driver education is most effective in preventing traffic accidents. In order for City to participate in the Program, City has adopted fees pursuant to Vehicle Code Section 22850.5, in the same amount as approved by County, as set forth in the resolution that is Attachment E (hereinafter called a “TVAP resolution”), and has directed that the revenue from such fee be used for the Program. City’s participation in the Program may be terminated at any time by rescission or amendment of its TVAP resolution. In the event City 1) amends said TVAP resolution, or rescinds said TVAP resolution and adopts a new TVAP resolution pertaining to the above-referenced fees and the Program, and 2) remains a participant in the Program thereafter, City’s Manager, on behalf of City, and Sheriff, on behalf of County, have authority to execute an amendment of this Contract to substitute City’s amended or new TVAP resolution for Attachment E to the Contract, as long as said amendment to this Contract does not materially change any other provision of this Contract. As County updates its fees for the Program periodically, County will provide written notice to City of the updated fees. City’s participation in the Program will terminate if City determines not to adopt the updated fees for the Program.

2. County will make available for review, at the request of City, all financial data related to the Program as may be requested by City.

3. Fee revenue generated by County and participating cities will be used to fund the following positions, which will be assigned to the Program:

- Ten one hundredths of one (0.10) Sergeant
(8 hours per two-week pay period)
- One (1) Staff Specialist
(80 hours per two-week pay period)
- One (1) Office Specialist
(80 hours per two-week pay period)

4. Fee revenue generated by City may be used to reimburse City for expenditures for equipment and/or supplies directly in support of the Program. In order for an expenditure for equipment and/or supplies to be eligible for reimbursement, City shall submit a request for and obtain pre-approval of the expenditure by using the form as shown in Attachment F.

The request shall be submitted within the budget schedule established by Sheriff. Sheriff shall approve the expenditure only if both of the following conditions are satisfied: 1) there are sufficient Program funds, attributable to revenue generated by City’s fee, to pay for the requested purchase, and 2) City will use the equipment and/or supplies, during their entire useful life, only for purposes authorized by its TVAP resolution in effect at the time of purchase.

In the event that City terminates its participation in the Program, City agrees that the equipment purchased by City and reimbursed by Program funds will continue to be used, during the remainder of its useful life, exclusively for the purposes authorized by City's TVAP resolution in effect at the time of purchase.

5. In the event the fees adopted by County, City and other participating jurisdictions are not adequate to continue operation of the Program at the level at which it operated previously, County, at the option of City, will reduce the level of Program service to be provided to City or will continue to provide the existing level of Program services. County will charge City the cost of any Program operations that exceed the revenue generated by fees. Such charges shall be in addition to the Maximum Obligation of City. The amount of any revenue shortfall charged to City will be determined, at the time the revenue shortfall is experienced, according to City's share of Program services rendered. In the event of a reduction in level of Program service, termination of Program service or adjustment of costs, the parties shall execute an amendment to this Contract so providing. Decisions about how to reduce the level of Program service provided to City shall be made by Sheriff with the approval of City.

E. MOBILE DATA COMPUTERS:

1. As part of the law enforcement services to be provided to City, County has provided, or will provide, mobile data computers (hereinafter called "MDCs") that are or will be mounted in patrol vehicles and motorcycles, designated by County for use within City limits.

2. Sheriff has the exclusive right to use said MDCs for law enforcement services related to this Contract.

3. City shall pay County the full costs to County of a) the acquisition and installation of MDCs that are or will be mounted in patrol vehicles and motorcycles assigned to City, and b) recurring costs, as deemed necessary by County, including the costs of maintenance and contributions to a fund for replacement and upgrade of such MDCs when they become functionally or technologically obsolete.

The costs to be paid by City for recurring costs, including maintenance and replacement/upgrade of MDCs, are included in the costs set forth in the Maximum Obligation of City unless City has already paid such costs.

4. If, following the initial acquisition of MDCs referenced above, City requires MDCs for additional patrol cars or motorcycles designated for use in City, or for City's Emergency Operations Center, County will purchase said additional MDCs. Upon demand by County, City will pay to County a) the full costs of acquisition and installation of said additional MDCs, and b) the full recurring costs for said MDCs, as deemed necessary by County, including the costs of maintenance, and contributions to a fund for replacement and upgrade of such MDCs when they become functionally or technologically obsolete. Said costs related to additional MDCs are not included in, and are in addition to, the costs set forth in the Maximum Obligation of City.

5. County will replace and/or upgrade MDCs as needed. The costs of replacing/upgrading MDCs shall be paid by County from the replacement/upgrade funds to be paid by City in accordance with the foregoing. City shall not be charged any additional charge to replace or upgrade MDCs.

F. E-CITATION UNITS:

1. As part of the law enforcement services to be provided to City, County has provided, or will provide, E-Citation units designated by County for use within City limits.

2. Sheriff has the exclusive right to use said E-Citation units for law enforcement services related to this Contract.

3. City shall pay County the full costs to County of a) the acquisition of E-Citation units that are assigned to City, and b) recurring costs, as deemed necessary by County, including the costs of maintenance and contributions to a fund for replacement and upgrade of such E-Citation units when they become functionally or technologically obsolete.

The costs to be paid by City for recurring costs, including maintenance and replacement/upgrade of E-Citation units, are included in the costs set forth in the Maximum Obligation of City unless City has already paid such costs.

4. If, following the initial acquisition of E-Citation units referenced above, City requires additional E-Citation units designated for use in City, County will purchase said additional E-Citation units. Upon demand by County, City will pay to County a) the full costs of acquisition of said additional E-Citation units, and b) the full recurring

costs for said E-Citation units, as deemed necessary by County, including the costs of maintenance, and contributions to a fund for replacement and upgrade of such E-Citation units when they become functionally or technologically obsolete. Said costs related to additional E-Citation units are not included in, and are in addition to, the costs set forth in the Maximum Obligation of City.

5. County will replace and/or upgrade E-Citation units as needed. The costs of replacing/upgrading E-Citation units shall be paid by County from the replacement/upgrade funds to be paid by City in accordance with the foregoing. City shall not be charged any additional charge to replace or upgrade E-Citation units.

G. EQUIPMENT:

1. As part of the law enforcement services to be provided to City, County shall purchase motorcycles and radios that meet certain law enforcement standards as determined by the County (hereinafter "Equipment").

2. City shall pay County the full costs to County of a) the acquisition of Equipment, b) recurring costs, c) the costs of maintenance, and d) replacement and upgrade of such Equipment when they become functionally or technologically obsolete, as deemed necessary by County. The costs to be paid by City are included in the costs set forth in the Maximum Obligation of City.

3. The Equipment purchased by the County for services to the City shall be the property of the County.

4. Radios and motorcycles previously purchased by the City for County law enforcement services to the City shall be the property of and maintained by the City. Notwithstanding the Indemnification provisions of this Contract, County shall be responsible to City for any damage to City radios and motorcycles caused by County's act or omission.

H. CITY OFFICE SPACE

1. In consideration of the promises contained herein, City hereby grants to County rent-free use of office space, office furniture, and office equipment and supplies located in City Hall or other City building for the provision of services under this Contract. Said office space, furniture and equipment and supplies shall be used solely by personnel of City and County, while performing their assigned duties related to services under this Contract. City and County shall mutually agree on the precise location, size and type of said office space, office furniture and office equipment supplies. City shall supply all repair, maintenance and janitorial supplies and services to said premises and shall be responsible for all charges for utilities supplied to said premises.

2. City shall be responsible for the cost of fuel used for services in this Contract. City may: 1) provide fuel via the City's fuel pumps or 2) otherwise pay the County for the provision of fuel in a manner that is acceptable to both Parties. For motorcycles, the City shall pay the County for the provision of fuel in a manner that is acceptable to both Parties. For all other vehicles, City and County shall mutually agree on which method shall be utilized. Limited reimbursement of such costs is included in the costs set forth in Attachment B.

3. Persons detained in City will be booked into the Sheriff Intake-Release Center. Persons will not be booked or housed at the Police Station.

ATTACHMENT B
PAYMENT PROVISIONS

1. Compensation: Pursuant to Government Code Section 51350, City agrees to pay to County the full costs of performing the services mutually agreed upon in this Contract. The costs of services include salaries, wages, benefits, mileage, services, supplies, equipment, and divisional, departmental and County General overhead.

The Maximum Obligation of City for services to be provided by the County for the period July 1, 2025 through June 30, 2026 shall be \$12,140,982 (herein "Maximum Obligation"). The County shall provide the City with a new Maximum Obligation prior to the start of the new fiscal year term for the remaining fiscal years included in this Contract Term, if applicable.

The overtime costs included in the Contract are only an estimate. Sheriff shall notify City of actual overtime worked during each fiscal year. If actual overtime worked is above or below budgeted amounts, billings will be adjusted accordingly at the end of the fiscal year. Actual overtime costs may exceed City's Maximum Obligation.

2. Invoice: County shall invoice City monthly and will require payment by City of one-twelfth (1/12) of the Maximum Obligation of City. If a determination is made that increases due to Employee Bargaining must be paid, County thereafter shall include the pro-rata charges for such increases in its monthly invoices to City for the balance.

3. Employee Bargaining: At the time this Contract is executed, there may be unresolved issues pertaining to potential changes in salaries and benefits for County employees. If changes result in the County incurring or becoming obligated to pay for increased costs for or on account of personnel whose costs are included in the calculations of costs charged to City hereunder, City shall pay County, the full costs of said increases to the extent such increases are attributable to work performed by such personnel after the starting date of this Contract. City shall pay County in full for such increases on a pro-rata basis over the portion of the Contract term remaining after County notifies City that increases are payable.

If City is required to pay for such increases, County, at the request of City, will thereafter reduce the level of service provided to City to a level that will make the Maximum Obligation of City an amount specified by City. The purpose of such adjustment of service levels will be to give City the option of keeping its Maximum Obligation hereunder at the pre-increase level or at any other higher or lower level specified by City. In the event of such reduction in level of service and adjustment of costs, the parties shall execute an amendment to this Contract. Decisions about how to reduce the level of service provided to City shall be made by Sheriff with the approval of City.

4. Billing Policy: City shall pay County in accordance with County Board of Supervisors' approved County Billing Policy dated October 27, 1992. The provisions of the policy, including a discount for early payment, shall apply to this Contract. Payments made electronically via a credit card or through a banking system that charges Merchant Fees, Service Fees, or any other Fees shall be the responsibility of the City. If the County is charged any of the before mentioned fees, the City shall be responsible for payment of these fees to the County.

5. Late Penalties: County shall charge City late payment penalties in accordance with County Billing Policy.

6. Licensing Payments: As payment for the Licensing Services described in this Contract, County shall retain all fees paid by applicants for licenses pursuant to City ordinances. Retention of said fees by County shall constitute payment in full to County for costs incurred by County in performing the functions related to licensing; provided, however, that if any of said fees are waived or reduced by City, City shall pay to County the difference between the amount of fees retained by County and the fees that were set forth in the City's ordinances at the time this Contract was executed. If City increases the fee schedule for the licensing ordinances, either party shall have the right to seek amendment of this Contract with respect to the division of the increased fees between City and County.

7. Fees: Fees generated or collected by Sheriff contract personnel for response to false alarms or copying of documents related to the services provided in this Contract will be at County-established rates and will be credited to City on an annual basis. Narcotic asset forfeitures will be handled pursuant to Attachment G.

**ORANGE COUNTY SHERIFF-CORONER
LAW ENFORCEMENT CONTRACT
CITY OF LAGUNA HILLS
FY 2025-26**

ATTACHMENT C

LEVEL OF SERVICE

Title	Detail	Quantity	Cost of Service (each)	Cost of Service Total
MANAGEMENT:				
Captain		1.00	\$ 535,851	\$ 535,851
SUPERVISION:				
Sergeant	Administrative	1.00	\$ 429,029	\$ 429,029
Sergeant	Patrol	1.00	\$ 429,029	\$ 429,029
Sergeant	Patrol	0.33	\$ 429,029	\$ 141,580
INVESTIGATION SERVICES:				
Investigator		2.00	\$ 413,986	\$ 827,972
PATROL AND TRAFFIC SERVICES:				
Deputy Sheriff II -Patrol	Patrol	16.00	\$ 348,078	\$ 5,569,248
Deputy Sheriff II -Motor	Traffic	2.00	\$ 358,674	\$ 717,348
ADDITIONAL SERVICES:				
Deputy Sheriff II	School Resource Officer	1.00	\$ 348,078	\$ 348,078
Community Services Officer	Parking Control	3.00	\$ 174,834	\$ 524,502
Sr. Emergency Mgt. Prog Coord.	Program Coordinator	1.00	\$ 199,532	\$ 199,532
TOTAL POSITIONS		28.33		\$ 9,722,169

REGIONAL / SHARED STAFF:

Title	Regional Team	Quantity	% Allocation	Cost \$
TRAFFIC:				
Sergeant	Traffic	0.60	8.58%	\$ 27,148
Investigator	Traffic	1.00	8.58%	\$ 31,241
Deputy Sheriff II	Traffic	3.00	8.58%	\$ 110,435
Investigative Assistant	Traffic	2.00	8.58%	\$ 32,080
AUTO THEFT:				
Sergeant	Auto Theft	0.30	3.93%	\$ 6,203
Investigator	Auto Theft	2.00	3.93%	\$ 32,809
Investigative Assistant	Auto Theft	1.00	3.93%	\$ 7,251
Office Specialist	Auto Theft	1.00	3.93%	\$ 5,544
DET:				
Sergeant	DET	1.00	15.29%	\$ 82,770
Investigator	DET	1.00	15.29%	\$ 73,689
COURTS:				
Investigative Assistant	Courts	2.00	10.73%	\$ 37,002
MOTORCYCLE (shared Supervision):				
Sergeant	Motorcycle Supervision	1.00	7.55%	\$ 36,286
TOTAL REGIONAL/SHARED		15.90		\$ 482,458

OTHER CHARGES AND CREDITS:

OTHER CHARGES:	
Other Charges include: Annual leave paydowns and apportionment of cost of leave balances paid at end of employment; Body Worn Camera (BWC) and In Car Video (ICV); contract administration; data line charges; enhanced helicopter response services; E-Citation recurring costs for four (4) units; facility lease; holiday pay; Integrated Law & Justice of Orange County fees; Mobile Data Computer (MDC) acquisition for one(1) and recurring cost for twenty-one and a third (21.33) units; overtime; one (1) Motorcycle; patrol training cost allocation; premium pay for bilingual staff, on-call pay, education incentive pay; services and supplies; and transportation charges.	
CREDITS:	
Credits include: AB109 (2011 Public Safety Realignment); estimated vacancy credits; false alarm fees; reimbursement for training and miscellaneous programs; reimbursement for restitution.	
TOTAL OTHER CHARGES AND CREDITS	\$ 1,936,355
TOTAL COST OF SERVICES	\$ 12,140,982

CITY OF LAGUNA HILLS

ORDINANCE NO. 92-6

LICENSING

BINGO GAME

BINGO OFFICIAL

DANCE INSTRUCTOR (NUDE)

DANCE STUDIO (NUDE)

ESCORT

ESCORT BUREAU

FIGURE MODEL (NUDE)

FIGURE MODEL STUDIO (NUDE)

GUN DEALER

INTERLOCUTRIX (NUDE)

INTRODUCTORY SERVICE

JUNK COLLECTOR

JUNK DEALER

MASSAGE PARLOR (Includes FBI Fees)

MASSAGIST (Includes FBI Fees)

PEDDLER

POOL ROOM

PUBLIC DANCE

RAP SESSION (NUDE)

SECONDHAND DEALER (Pawnbroker)

TAXICAB STAND

RESOLUTION NO. 2024-09-10-3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, UPDATING THE CITY'S TRAFFIC VIOLATOR APPREHENSION PROGRAM FEE, REPEALING RESOLUTION NO. 2021-10-12-5, AND FINDING THAT THE ACTION IS STATUTORILY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PER SECTION 15273 OF THE CEQA GUIDELINES AND PUBLIC RESOURCES CODE SECTION 21080(B)(8)

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

WHEREAS, the City of Laguna Hills contracts with the Orange County Sheriff's Department ("OCSD") for law enforcement services; and

WHEREAS, the OCSD has instituted a Traffic Violator Apprehension Program designed to reduce vehicle accidents caused by unlicensed drivers and drivers whose licenses are suspended and to educate the public about the requirements of the Vehicle Code and related safety issues regarding driver licensing, vehicle registration, vehicle operation, and parking; and

WHEREAS, the OCSD operates the Traffic Violator Apprehension Program in the unincorporated areas of Orange County and in cities (such as the City of Laguna Hills) that contract with OCSD for law enforcement services; and

WHEREAS, operating the Traffic Violator Apprehension Program on an area-wide basis without regard to jurisdictional boundaries between the County and contract cities serves the public purpose of the City because drivers routinely cross jurisdictional boundaries, making an area-wide approach to reduction of traffic accidents and driver education most effective in preventing traffic accidents in all participating jurisdictions; and

WHEREAS, on March 28, 2000, the Orange County Board of Supervisors adopted Resolution No. 00-96, which established fees for the Traffic Violator Apprehension Program that are applicable in unincorporated areas of the County. The fees established by County Resolution No. 00-96 address the Sheriff's administrative costs relating to the removal, impound, storage, or release of properly impounded vehicles; and

WHEREAS, on June 13, 2000, the Laguna Hills City Council adopted Resolution No. 2000-06-13-1, which authorized OCSD to collect fees in the City in connection with the Traffic Violator Apprehension Program in amounts identical to the County's fees as set forth in County Resolution No. 00-96; and

WHEREAS, the Board of Supervisors has directed the funds collected from the Traffic Violator Apprehension Program to be used to reimburse the Sheriff for the administrative costs associated with the removal, storage, impound, and release of vehicles in accordance with the California Vehicle Code ("Vehicle Code"); and

WHEREAS, the OCSD impounds vehicles removed from highways, public property, and private property in the unincorporated areas of the County and in contract cities pursuant to the following authority under the Vehicle Code:

- 14602.6 Suspended, revoked or unlicensed driver/30-day hold
- 22651 (a) Unattended vehicle on bridge
- 22651 (d) Vehicle blocking driveway
- 22651 (e) Vehicle blocking fire hydrant
- 22651 (f) Vehicle blocking freeway
- 22651 (h) (1) Driver arrested
- 22651 (h) (2) Order of suspension or revocation pursuant to section 13388
- 22651 (i) (1) Multiple parking citations
- 22651 (j) Lack of vehicle registration
- 22651 (k) Parking over seventy-two hours
- 22651 (l) Parking in a construction zone
- 22651 (m) Violation of special events restriction
- 22651 (n) No parking zone
- 22651 (o) (1) Vehicle registration is incorrect, falsified or expired by more than six months
- 22651 (p) Driver unlicensed or license suspended
- 22651 (r) Vehicle blocking another vehicle
- 22651 (t) Notice to appear/illegal amber lights
- 22651 (u) Acting as a car dealer without a license or temporary permit
- 22651 (v) Illegally letting stand a mobile billboard advertisement
- 22651 (w) Second or subsequent violation of an ordinance
- 22655.3 Removal for investigation (fleeing in violation of section 2800.1 or 2800.2)
- 22655.5 (a) Vehicle was used as the means of committing a public offense
- 22655.5 (b) Vehicle is evidence of crime
- 22669 Abandoned vehicle

WHEREAS, Vehicle Code section 22850.5 authorizes the City Council, by resolution, to establish a fee equal to the administrative costs related to the removal, impound, storage or release of properly impounded vehicles; and

WHEREAS, on November 17, 2020, the Orange County Board of Supervisors adopted an updated Traffic Violator Apprehension Program fee of \$144.00 per removal; and

WHEREAS, on October 12, 2021, the City Council adopted an updated Traffic Violator Apprehension Program fee of \$144.00 per removal; and

WHEREAS, on June 25, 2024, the Orange County Board of Supervisors adopted an updated Traffic Violator Apprehension Program fee of \$174 per removal, and authorized the Sheriff to adjust the rate annually starting July 1, 2025 by an amount not to exceed the annual percentage change of the Los Angeles-Long Beach-Anaheim "all items" Consumer Price Index, provided that the amount does not exceed the actual costs to the Sheriff as determined by additional cost studies; and

WHEREAS, the City Council desires to update the Traffic Violator Apprehension Program fee to match the County and further desires for the Sheriff to continue to collect the fee on behalf of the City. Continuing with such a practice will ensure that persons whose vehicles are impounded, rather than the public as a whole, will bear the administrative costs of such impounds; and

WHEREAS, Vehicle Code section 22850.5 imposed the following restrictions on the imposition of this administrative fee:

- a) The fee may only be imposed on the registered owner or the agents of that owner and may not include any vehicle towed under an abatement program or sold at a lien sale pursuant to Sections 3068.1 to 3074, inclusive, of, and Section 22851 of, the Civil Code unless the sale is sufficient in amount to pay the lienholder's total charges and proper administrative costs; and
- b) Any charges shall be collected by the local or state authority only from the registered owner or an agent of the registered owner; and
- c) The charges shall be in addition to any other charges authorized or imposed pursuant to this code; and
- d) The fee does not include any administrative costs associated with conducting a hearing or appeal relating to the removal, impound, storage, or release of a vehicle; and

WHEREAS, in addition to the limitations set forth above, it is also unfair to impose the administrative fee authorized by Vehicle Code section 22850.5 in the following circumstances: 1) when the vehicle was left because it became inoperable while being driven, if the owner makes good faith attempts promptly to remove the vehicle from location where it is not permitted, 2) when the vehicle was stolen, 3) when the vehicle was left by an ill or injured driver, and 4) when it is demonstrated to the satisfaction of the Sheriff or his/her designee that neither the registered owner of the vehicle nor his/her agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle; and

WHEREAS, a Notice of Public Hearing with respect to the proposed updated fee was given according to law and a Public Hearing with respect to the proposed updated was held on the 10th day of September 2024.

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

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by reference.

SECTION 2. The City is authorized to continue to participate in the Orange County Sheriff's Department Traffic Violator Apprehension Program as part of the City's contract for law enforcement services with OCSD.

SECTION 3. Effective immediately, a fee of \$174.00 shall be charged for the removal, impound, storage or release of vehicles properly impounded after removal from locations in the City in accordance with or on account of the Vehicle Code provisions listed below:

- 14602.6 Suspended, revoked or unlicensed driver/30-day hold
- 22651 (a) Unattended vehicle on bridge
- 22651 (d) Vehicle blocking driveway
- 22651 (e) Vehicle blocking fire hydrant
- 22651 (f) Vehicle blocking freeway
- 22651 (h) (1) Driver arrested
- 22651 (h) (2) Order of suspension or revocation pursuant to section 13388
- 22651 (i) (1) Multiple parking citations
- 22651 (j) Lack of vehicle registration
- 22651 (k) Parking over seventy-two hours
- 22651 (l) Parking in a construction zone
- 22651 (m) Violation of special events restriction
- 22651 (n) No parking zone
- 22651 (o) (1) Vehicle registration is incorrect, falsified or expired by more than six months
- 22651 (p) Driver unlicensed or license suspended
- 22651 (r) Vehicle blocking another vehicle
- 22651 (t) Notice to appear/illegal amber lights
- 22651 (u) Acting as a car dealer without a license or temporary permit
- 22651 (v) Illegally letting stand a mobile billboard advertisement
- 22651 (w) Second or subsequent violation of an ordinance
- 22655.3 Removal for investigation (fleeing in violation of section 2800.1 or 2800.2)
- 22655.5 (a) Vehicle was used as the means of committing a public offense
- 22655.5 (b) Vehicle is evidence of crime
- 22669 Abandoned vehicle

SECTION 4. The OCSD is authorized to collect the fee established herein, on behalf of the City, at the time of release of vehicles that are subject to the fee. Effective July 1, 2025, and annually thereafter, the City's established fee shall administratively adjust by an amount not to exceed the annual percentage change of the Los Angeles-Long Beach-Anaheim "all items" Consumer Price Index, provided that the amount does not exceed the actual costs to the Sheriff as determined by additional cost studies. This will ensure the City fee matches the County fee.

SECTION 5. The fee established herein shall only be imposed on the registered owner or the agent of the owner of the impounded vehicle, shall not include any vehicle towed under an abatement program or sold at a lien sale pursuant to Sections 3068.1 to 3074, inclusive of, and Section 22851 of, the Civil Code unless the sale is sufficient in amount to pay the lienholder's total charges and proper administrative costs.

SECTION 6. The fee established herein shall be collected only from the registered owner or an agent of the registered owner and that said fee is in addition to any other charges authorized or imposed pursuant to the Vehicle Code.

SECTION 7. The fee established herein complies with Vehicle Code section 22850.5 (b)(4) as the cost study conducted by the Sheriff that supports the \$174.00 per removal fee did not include administrative costs for conducting a hearing or appeal related to the removal, impound, storage, or release of a vehicle.

SECTION 8. The OCSD shall not impose the fee established herein in any of the following circumstances: a) when the vehicle was left because it became inoperable while being driven, if the owner made good faith attempts promptly to remove the vehicle from a location where it was not permitted; b) when the vehicle was stolen; c) when the vehicle was left by an ill or injured driver; or d) when it is demonstrated to the satisfaction of the Sheriff or his/her designee that neither the registered owner of the vehicle nor his/her agent, if any, was at fault in creating the circumstances leading to the impounding of the vehicle.

SECTION 9. A registered owner or an agent of a registered owner who believes they are exempt from the fee established herein under any of the criteria listed in Section 8 above may apply in writing for a waiver of the fee and shall present such supporting information or documentation, as the OCSD may request, to the City's Administrative Sergeant. Upon the presentation of a written application for waiver of said fee, together with such supporting documentation as may be requested by the OCSD, the Administrative Sergeant or their designee shall determine promptly whether the applicant meets the criteria for a waiver of the fee and if so, shall waive the fee.

SECTION 10. The OCSD is directed to deposit the proceeds of the fee established herein into the Traffic Violator Fund and shall be used in conformance with the County's restrictions for the Traffic Violator Fund and with any applicable provisions set forth in the City's agreement with the OCSD for law enforcement services.

SECTION 11. The Orange County Board of Supervisors is authorized to carry forward in the Traffic Violator Fund and accumulate any balance of proceeds of fees imposed by this Resolution that remains at the end of a fiscal year, as long as such fee proceeds will be used for the purposes provided herein

SECTION 12. The City Council finds that the adoption of this Resolution is exempt from the California Environmental Quality Act ("CEQA") pursuant to Section 15273 of the CEQA Guidelines and Section 21080(b)(8) of the Public Resources Code, which provide that CEQA does not apply to the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, and other charges by public agencies which the public

agency finds are for the purpose of meeting operating requirements. The City's approval of the Traffic Violator Apprehension Program fee is not designed to increase services, but rather it is designed to update the City's existing fee regulations to reflect and match the County's fee. Updating the City's Traffic Violator Apprehension Program fee will assist Police Services in meeting operating expenses associated with the removal, impoundment, and storage of vehicles, as authorized under the Vehicle Code, and does not undertake any activity that has the potential for causing a significant impact on the environment. In accordance with such determination, City Staff is hereby directed to file a Notice of Exemption upon adoption of this Resolution.

SECTION 13. City Council Resolution No. 2021-10-12-5 is hereby repealed and superseded by this Resolution.

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



DAVE WHEELER, MAYOR

ATTEST:



KAYLE MCDONALD, DEPUTY CITY CLERK

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

I, Kayle McDonald, Deputy City Clerk of the City of Laguna Hills, California,
DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. 2024-09-10-3 adopted by the City Council of the City of Laguna Hills, California, at a
Regular Meeting thereof held on the 10th day of September 2024, by the following vote:

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

NOES:

ABSENT:

ABSTAIN:

(SEAL)



KAYLE MCDONALD, DEPUTY CITY CLERK

ORANGE COUNTY SHERIFF-CORONER
TRAFFIC VIOLATOR APPREHENSION PROGRAM

REQUEST	CONTRACT CITY		
	Participating City Request to Purchase From the TVA in FY	Date	
	<u>QUANTITY</u>	<u>ITEM DESCRIPTION</u>	<u>APPLICABILITY TO TVA PROGRAM</u> <u>ESTIMATED COST</u>
CERTIFICATION	THE CITY CERTIFIES THAT THE EQUIPMENT PURCHASED BY CITY AND TO BE REIMBURSED BY PROGRAM FUNDS WILL BE USED FOR ITS ENTIRE USEFUL LIFE EXCLUSIVELY FOR THE PURPOSES OF THE TRAFFIC VIOLATOR APPREHENSION PROGRAM		
	CITY MANAGER REQUEST: Printed Name _____ DATE _____ Signature: _____		
	ORANGE COUNTY SHERIFF-CORONER DEPARTMENT		
APPROVALS	Recommended For Approval		
	CITY POLICE SERVICES CHIEF	MANAGER – TVA PROGRAM	

POLICY FOR DISTRIBUTION OF FORFEITED AND SEIZED ASSETS

BACKGROUND

The Orange County Sheriff's Department provides contract law enforcement services to cities in Orange County. Because of the increased likelihood that contracted patrol or investigation personnel may become involved in significant narcotic seizures, which could affect law enforcement services provided by the Sheriff's Department to contract cities, the following policy is in effect.

CONTRACTED PATROL AND INVESTIGATION OFFICERS

When assets (cash or property) are seized in CITY by contracted patrol or investigation personnel, and subsequently forfeited to COUNTY's Sheriff Department, hereinafter referred to as "SHERIFF", the forfeited assets shall be shared with CITY as set forth below, for the purpose of augmenting law enforcement services in CITY, subject to guidelines by the forfeiting agency of such sharing and use of forfeited assets. A portion of forfeited assets may be retained by SHERIFF, to pay for departmental expenses not recovered through law enforcement contracts.

In such cases, pursuant to the forfeiting agency's guidelines, SHERIFF shall apply to the forfeiting agency for the return of a share of assets. In his application, SHERIFF shall specify the percentage of shared assets returned to SHERIFF that will be used to augment law enforcement services in CITY and the use of said assets by CITY.

In those cases in which assets are seized within CITY by personnel assigned to CITY pursuant to this Agreement, without the involvement of other law enforcement personnel, and in which the seizure is a result solely of activities self-initiated by SHERIFF personnel assigned to CITY or initiated by said personnel in response to calls for service within CITY, SHERIFF shall apply to have all of the assets used to augment CITY law enforcement services.

In those cases in which SHERIFF personnel assigned to CITY pursuant to this Agreement play an ancillary role in a seizure or in which other law enforcement personnel are involved in a seizure, SHERIFF shall determine the percentage of the total forfeited assets for which he will apply to augment CITY's law enforcement services. This determination will be based on the circumstances of the seizure, including the pro-rata involvement of all personnel, including those assigned to CITY.

Each seizure will be evaluated on an individual and independent basis, and said evaluations will be available for review to CITY's manager. Examples of those incidents which would be evaluated as set forth in this section include situations in which a contract patrol deputy provides uniformed backup at a SHERIFF's Narcotic Bureau search warrant location or in which contract investigators participate in the service of a search warrant that was initiated by non-contract law enforcement personnel.

Assets (cash or property) that are returned to SHERIFF by the forfeiting agency with the understanding that they will be used to augment CITY law enforcement services shall be used by CITY and SHERIFF only for such purposes. If the forfeiting agency attaches additional or more specific conditions to the use of said assets, CITY and SHERIFF shall also abide by those conditions. SHERIFF and CITY's manager shall determine the specific use of said assets within the conditions imposed by the forfeiting agency.

CITY OF LAGUNA HILLS

FISCAL YEAR 2025-26

FINAL

April 24, 2025

Share: Four (4) Sergeants with AV, LW (1/3 AV, 1/3 LH, 1/3 LW)

			SALARIES & EMPLOYEE BENEFITS							INDIRECT COSTS					
NO	DIRECT PURCHASE POSITIONS		SALARY	OVERTIME	POST PAY	BENEFITS	SERVICES & SUPPLIES	TRANSP.	DEPT. OH	DIV. OH	TRAINING	COUNTY OH	OTHER	REVENUE	TOTAL
1	Captain		243,028	0	14,292	220,775	8,942	0	10,616	30,203	4,753	3,242	0	0	535,851
1	Administrative Sergeant		181,301	0	21,941	165,377	8,942	0	10,616	33,538	4,753	2,561	0	0	429,029
1.33	Patrol Sergeant		241,130	0	29,182	219,952	11,893	0	14,119	44,606	6,321	3,406	0	0	570,609
2	Investigator		317,000	0	28,824	288,752	17,884	0	21,232	140,416	9,506	4,358	0	0	827,972
16	DS II Patrol		2,324,864	0	149,520	2,108,800	143,072	0	169,856	565,904	76,048	31,184	0	0	5,569,248
2	DS II Motorcycle		303,808	0	18,690	271,426	17,884	0	21,232	70,738	9,506	4,064	0	0	717,348
1	DS II - School Resource Officer		145,304	0	9,345	131,800	8,942	0	10,616	35,369	4,753	1,949	0	0	348,078
24.33	Subtotal Safety		\$3,756,435	\$0	\$271,794	\$3,406,882	\$217,559	\$0	\$258,287	\$920,774	\$115,640	\$50,764	\$0	\$0	\$8,998,135
3	Community Services Officer		213,540	0	0	148,983	26,826	0	31,848	100,614	0	2,691	0	0	524,502
1	Sr. Emergency Management Prog. Coordinator		112,627	0	0	62,881	8,942	0	10,616	3,047	0	1,419	0	0	199,532
4	Subtotal Professional		\$326,167	\$0	\$0	\$211,864	\$35,768	\$0	\$42,464	\$103,661	\$0	\$4,110	\$0	\$0	\$724,034
28.33	TOTAL STAFF		\$4,082,602	\$0	\$271,794	\$3,618,746	\$253,327	\$0	\$300,751	\$1,024,435	\$115,640	\$54,874	\$0	\$0	\$9,722,169
	REGIONAL / SHARED STAFF														
0.6	Traffic - Sergeant	8.58%	12,343	322	1,129	10,142	468	738	546	1,044	245	171	0	0	27,148
1	Traffic - Investigator	8.58%	13,597	0	1,236	12,385	781	0	911	1,739	408	184	0	0	31,241
3	Traffic - Deputy Sheriff II	8.58%	47,025	5,121	2,405	38,924	2,342	4,769	2,732	5,218	1,223	676	0	0	110,435
2	Traffic - Investigative Assistant	8.58%	13,889	121	0	11,105	1,534	0	1,821	3,436	0	174	0	0	32,080
0.3	Auto Theft - Sergeant	3.93%	2,829	74	259	2,325	107	169	125	220	56	39	0	0	6,203
2	Auto Theft - Investigator	3.93%	12,990	2,088	1,134	11,670	716	1,331	835	1,470	374	201	0	0	32,809
1	Auto Theft - Investigative Assistant	3.93%	3,117	66	0	2,535	352	0	417	725	0	39	0	0	7,251
1	Auto Theft - Office Specialist	3.93%	2,445	103	0	1,601	352	0	417	594	0	32	0	0	5,544
1	DET Sergeant	15.21%	30,069	9,965	3,337	26,407	1,189	0	1,615	8,923	723	542	0	0	82,770
1	DET Investigator	15.21%	25,698	9,793	2,192	23,085	1,189	0	1,615	8,923	723	471	0	0	73,689
2	Courts - Investigative Assistant	10.73%	16,932	439	0	13,849	1,919	0	2,278	1,370	0	215	0	0	37,002
1	Motorcycle Sergeant + MDC	7.55%	14,466	742	1,656	13,112	892	1,331	801	1,530	359	224	1,173	0	36,286
15.90	Subtotal		\$195,400	\$28,834	\$13,348	\$167,140	\$11,841	\$8,338	\$14,113	\$35,192	\$4,111	\$2,968	\$1,173	\$0	\$482,458

CITY OF LAGUNA HILLS

FISCAL YEAR 2025-26

FINAL

April 24, 2025

Share: Four (4) Sergeants with AV, LW (1/3 AV, 1/3 LH, 1/3 LW)

		SALARIES & EMPLOYEE BENEFITS				INDIRECT COSTS								
NO	ADDITIONAL COSTS/REVENUE	SALARY	OVERTIME	POST PAY	BENEFITS	SERVICES & SUPPLIES	TRANSP.	DEPT. OH	DIV. OH	TRAINING	COUNTY OH	OTHER	REVENUE	TOTAL
	Overtime		741,452		51,802						9,342			802,596
	Estimate: Vacancy Credit											(301,003)		(301,003)
	Annual Leave (Pay Downs & Termination Pay)											83,545		83,545
	AB109 (2011 Public Safety Realignment)												(4,310)	(4,310)
	Body Worn Cameras (BWC) and In Car Video (ICV) Costs											190,961		190,961
	Contract Administration											34,187		34,187
	Data Line					5,565								5,565
	E-Citation Acquisition													0
4	E-Citation											10,750		10,750
	Enhanced Helicopter Response Services						38,849							38,849
	Facility Lease					93,048								93,048
	Holiday Pay: Comp & Straight Time											159,803		159,803
	Integrated Law & Justice Agency of Orange County											3,871		3,871
	Mobile Data Computers (MDC) - Acquisition													0
21.33	Mobile Data Computers (MDC) - Recurring Costs											70,260		70,260
	Patrol Training Cost Allocation (FTB)									164,673				164,673
	Premium Pay											111,549		111,549
	Retirement Rate Discount (Expenses for Interest and Issuance)													0
	Retirement Rate Discount (Gross)													0
	Revenue/False Alarms												(20,116)	(20,116)
	Revenue/Training Reimbursement													0
	Revenue/Restitution Reimbursement													0
	Services & Supplies					73,409								73,409
	Transportation - Vehicle Fuel, Mileage Interest and Maint., etc.						418,718							418,718
	Subtotal	\$0	\$741,452	\$0	\$51,802	\$172,022	\$457,567	\$0	\$0	\$164,673	\$9,342	\$363,923	(\$24,426)	\$1,936,355
	FY 2025-26 - FINAL CONTRACT TOTAL	\$4,278,002	\$770,286	\$285,142	\$3,837,688	\$437,190	\$465,905	\$314,864	\$1,059,627	\$284,424	\$67,184	\$365,096	(\$24,426)	\$12,140,982
	FY 2024-25 - FINAL CONTRACT TOTAL	\$4,074,548	\$723,125	\$251,672	\$3,740,737	\$345,952	\$408,504	\$274,312	\$925,672	\$292,432	\$59,242	\$323,979	(\$36,418)	\$11,383,757
		4.99%	6.52%	13.30%	2.59%	26.37%	14.05%	14.78%	14.47%	-2.74%	13.41%	12.69%	-32.93%	6.65%
		\$203,454	\$47,161	\$33,470	\$96,951	\$91,238	\$57,401	\$40,552	\$133,955	(\$8,008)	\$7,942	\$41,117	\$11,992	\$757,225



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Bill Burk, Chief of Police Services
Issue: Public Safety Update

Recommendation: That the City Council receive an update on public safety activities, including updates on crime statistics.

Background:

Chief of Police Services, Captain Burk, will provide a report to the City Council on recent public safety activities in Laguna Hills.

Fiscal Impact:

There is no fiscal impact associated with receiving this report.

Attachments:

None



City of Laguna Hills City Council / Planning Agency Staff Report

Date: June 10, 2025
To: Mayor and Council Members
From: Kayle McDonald, Deputy City Clerk
Issue: Committee Assignment Report

Recommendation: That the City Council receive reports from City Council Members on the City Council Committee Assignments Listed in the staff report.

Background:

The following are recent meetings and events attended by the City Council for the City Council Committee Assignments.

[South Orange County Watershed Management Area \(SOCWMA\)](#)

Executive Committee
Mayor Pro Tempore Caskey
June 5, Regular Meeting

Fiscal Impact:

The City does not provide any additional compensation to City Council members for serving on outside agency boards or committees.

Attachments:

None