

AER Subcommittee Meeting September 26, 2019



Table of Contents

- 1. PowerPoint Presentation
- **2.** Agenda September 26, 2019
- 3. AER Subcommittee Meeting Minutes May 14, 2019
- 4. FY 2019-20 Pavement Management Plan Review Summary
- 5. FY 2019-20 Pavement Management Plan Certifications
- **6.** FY 2019-20 Congestion Management Program Review Summary
- 7. FY 2019-20 Congestion Management Program Checklists
- **8.** FY 2019-20 Mitigation Fee Program Review Summary



PowerPoint Presentation

ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE

SEPTEMBER 26, 2019



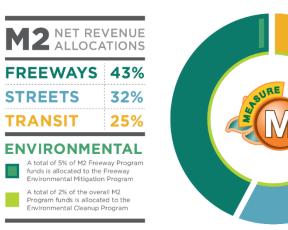
MEASURE M2 ELIGIBILITY OVERVIEW

JOE ALCOCK



ELIGIBILITY OVERVIEW

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



AER SUBCOMMITTEE RESPONSIBILITIES

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



OTHER ELIGIBILITY REQUIREMENTS

- Remaining eligibility requirements reviewed by OCTA staff:
 - Adopt and update a Capital Improvement Program
 - Adopt a General Plan Circulation Element consistent with Master Plan of Arterial Highways (MPAH)
 - Satisfy Maintenance of Effort requirements
 - Agree that Net Revenues shall not be used to supplant developer funding
 - Provide OCTA with a **Project Final Report** within six months following completion of a Comprehensive Transportation Funding Programs (CTFP) project
 - Timely Use of Funds limit for M2 Net Revenues
 - Participate in Traffic Forums to facilitate the planning of traffic synchronization programs/projects
 - Consider land use and planning strategies that accommodate transit and non-motorized transportation

MEETING SCHEDULE

- Annual Eligibility Review (AER) Subcommittee will review:
 - I. Congestion Management Program (CMP) September 2019
 - 2. Pavement Management Plan (PMP) September 2019
 - 3. Mitigation Fee Program Updates September 2019
 - 4. Local Signal Synchronization Plan September 2020
 - 5. Expenditure Report March 2020



PAVEMENT MANAGEMENT PLAN REVIEW

PAUL RODRIGUEZ/HARRY THOMAS



PAVEMENT MANAGEMENT PLAN (PMP)

ELIGIBILITY REQUIREMENT

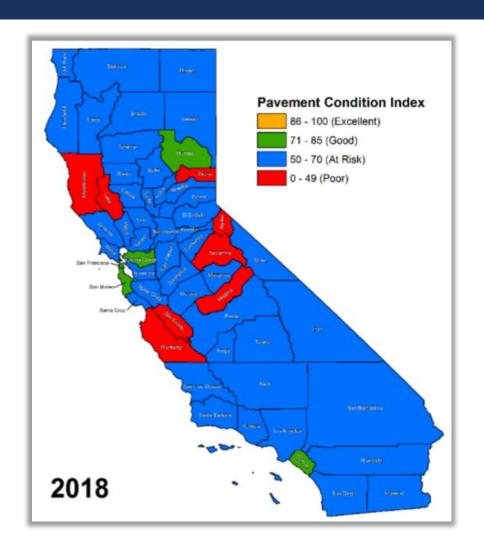
- Adopt and update biennially a Pavement Management Plan (PMP)
- PMP includes:
 - Current status of pavement on roads
 - Seven-year maintenance and rehabilitation plan
 - Projected road pavement conditions
 - Alternative strategies and costs necessary to improve road pavement conditions

OCTA ROLES & RESPONSIBILITIES

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

BACKGROUND

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



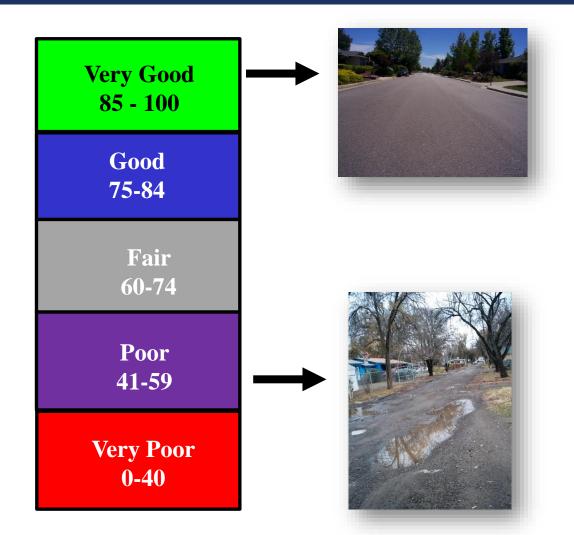
^{*2018} California Statewide Local Streets and Roads Needs Assessment

PROGRAM OBJECTIVES

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



PAVEMENT CONDITION INDEX



INCENTIVES

- I0 percent local match reduction criteria for Regional Capacity Competitive Program if:
 - Network average PCI is improved by one point, AND
 - There is no reduction in average PCI for Master Plan of Arterial Highways (MPAH) or local streets
 - OR -
 - Show average PCI within highest 20 percent countywide (PCI of 75 or higher)

INSPECTION FREQUENCY

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

QA/QC MODEL

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

2019 CONFORMANCE

2019 Measure M2 Eligibility Summary Table of Pavement Management Plan (PMP) Elements

Local Agency	Current Network PCI	Current MPAH PCI	Current Local PCI	Projected Network PCI	Projected MPAH PCI	Projected Local PCI	7 Year R&R Plan Limits	7 Year R&R Plan Areas	7 Year R&R Plan Class	7 Year R&R Plan PCI	7 Year R&R Plan Inspection Dates	7 Year R&R Plan Treatment Type	7 Year R&R Plan Treatment Cost	7 Year R&R Plan Treatment Year	QA/QC	7 Years Current Budget \$ x 10 ⁸	7 Years Maintain Network PCI \$ x 10 ⁸	7 Years Improve Network PCI \$ x 10 ⁸	Software	Certification Form	Compliant PMP (Y/N)
Anaheim	F	F	F	F	F	Р	~	*	✓	✓	✓	✓	✓	~	~	✓	~	~	SS	✓	Y
Brea	G	G	G	G	G	G	<	✓	~	✓	✓	✓	~	✓	✓	✓	✓	✓	Micro	✓	Y
County of Orange	G	G	G	G	G	G	~	~	v	✓	~	✓	~	~	V	✓	~	*	SS	~	Y
Cypress	VG	G	VG	G	G	G	~	✓	·	·	✓	·	·	✓	✓	✓	·	✓	SS	✓	Y
Dana Point	VG	VG	G	VG	VG	VG	~	*	~	~	~	✓	~	~	~	✓	~	*	SS	~	Y
Irvine	VG	VG	VG	VG	VG	VG	~	✓	·	·	✓	·	·	✓	✓	✓	·	✓	Micro	✓	Y
La Habra	G	G	G	G	G	G	~	✓	v	*	✓	v	V	✓	V	✓	✓	✓	Micro	✓	Y
Lake Forest	G	G	G	G	G	G	✓	✓	·	✓	✓	✓	✓	✓	✓	✓	·	✓	SS	✓	Y
Los Alamitos	F	F	F	Р	Р	F	~	✓	✓	*	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Newport Beach	G	G	G	G	G	G	~	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
San Clemente	VG	VG	VG	VG	VG	G	¥	✓	v	·	v	·	4	✓	✓	✓	·	✓	Micro	✓	Y
San Juan Capistrano	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	·	✓	✓	✓	✓	✓	SS	✓	Y
Stanton	G	G	G	G	G	F	~	✓	✓	*	✓	*	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Tustin	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	·	✓	·	✓	✓	✓	Micro	✓	Y

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

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

SAM SHARVINI



CONGESTION MANAGEMENT PROGRAM (CMP)

Purpose & Need

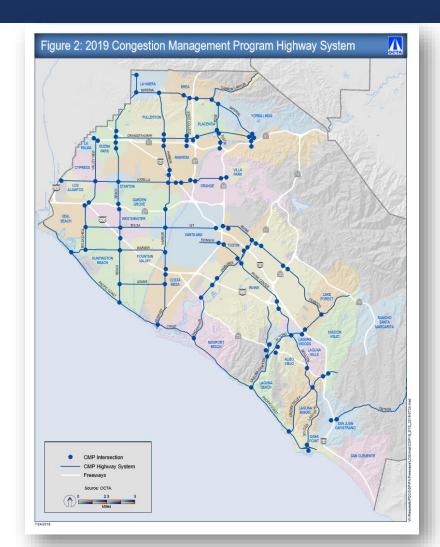
- M2 Eligibility Requirement: Comply with the conditions and requirements of the Orange County Congestion Management Program (CMP)
- Required by State legislation (CA Gov. Code 65088-65089.10)
- Helps meet Federal reporting requirements (§ 450.320)

OCTA ROLES & RESPONSIBILITIES

- Designated Congestion Management Agency
- Responsible for developing CMP report every two years
- Collect traffic counts to calculate changes in congestion (LOS)
- Establish Modeling & Data Consistency
- Established a protocol for developing deficiency plans for intersections that do not meet Level of Service Standards
- Review jurisdictions' checklists that have been submitted for compliance with CMP

CMP HIGHWAY SYSTEM

State highways and Smart Street Network



CMP

Required Elements

- Traffic Level of Service Standards
- Performance Measures
- Travel Demand
- Land Use Analysis Program
- Capital Improvement Program

Program Monitoring

- Conformance Checklists
 - Local Jurisdictions Submittals
 - OCTA Administrative Review
- Biennial Traffic Counts

2019 CONFORMANCE

- All 35 agencies are compliant with CMP requirements
- Deficiency plans were not required
- Note: Caltrans intersections do not require deficiency plans

2019 Congestion Management Program Summary of Compliance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2019 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

^{*}No CMP intersections within jurisdiction

MITIGATION FEE PROGRAM REVIEW

PAUL RODRIGUEZ



MITIGATION FEE PROGRAM (MFP)

ELIGIBILITY REQUIREMENT

 Assess traffic impacts of new development and require new development to pay a fair share of necessary transportation improvements attributable to the new development

OCTA ROLES & RESPONSIBILITIES

- Verify the following:
 - Process or program to assign cost or improvement responsibility through entitlement
 - Nexus Study
 - Impact Fee Schedule
 - Outlined process methodology



2019 CONFORMANCE

FY2019/2020 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

MFP Concurrence Status Agency Study Fee Schedule Policy Letter Resolution Recommendation Aliso Viejo Adopted Fee schedule provided Development Agreements Brief summary provided Meets requirement Anaheim Adopted Fee schedule provided Meets requirement Brea Adopted Meets requirement Buena Park Adopted Fee schedule provided Meets requirement Costa Mesa Adopted Fee schedule provided Resolution provided Meets requirement Adopted Fee schedule provided County of Orange¹ Contingent Cypress Adopted Fee schedule provided Resolution provided Meets requirement Dana Point Adopted Meets requirement Fountain Valley Adopted Council policy provided Meets requirement Fullerton Adopted Fee schedule provided Policy and Reso Meets requirement Garden Grove Adopted Fee schedule provided Meets requirement **Huntington Beach** Adopted Fee study provided Fee schedule provided Resolution provided Meets requirement Irvine Adopted Fee schedule provided Municipal Code provided Meets requirement La Habra Adopted Ordinance provided Fee schedule provided Meets requirement La Palma Adopted Meets requirement Laguna Beach Adopted Municipal Code letter Meets requirement Laguna Hills Adopted Municipal Code w/fee Fee study provided Meets requirement Laguna Niguel Adopted Fee schedule provided Meets requirement Laguna Woods Adopted Fee schedule provided Meets requirement Lake Forest Adopted Ordinance w/Fee Meets requirement Los Alamitos Adopted Fee schedule provided Meets requirement Mission Viejo Adopted Fee schedule provided Meets requirement Newport Beach Adopted Fee schedule provided Meets requirement Orange Adopted Fee schedule provided Meets requirement

FY2019/2020 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Placentia	Adopted					Meets requirement
Rancho Santa Margarita	Adopted		Fee schedule provided	Resolution provided		Meets requirement
San Clemente	Adopted					Meets requirement
San Juan Capistrano	Adopted			Resolution provided		Meets requirement
Santa Ana	Adopted		Fee schedule provided			Meets requirement
Seal Beach	Adopted		Fee schedule provided			Meets requirement
Stanton	Adopted	Fee study provided		Ordinance provided		Meets requirement
Tustin	Adopted		Fee schedule provided			Meets requirement
Villa Park	Adopted				Municipal Code letter	Meets requirement
Westminster	Adopted	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Yorba Linda	Adopted	10				Meets requirement

I certify/that the information contained in this table is an accurate representation of materials submitted to OCTA for the purposes of meeting Renewed Measure M eligibility requirements related to the Mitigation Fee Program. (Ordinance No. 3, Attachment B, Section III.A.2)

Paul Rodriguez, Principal Rodriguez Consulting Group

Page 1 of 2

¹ County adopted Resolution and updated fees. Template language was modified. Revised conforming Resoution is in process.

NEXT STEPS

- Return signed checklists at the end of today's meeting or at the TOC meeting on October 8th
- October 8, 2019 Taxpayer Oversight Committee
- December 2, 2019 OCTA Regional Planning and Highways Committee
- December 9, 2019 OCTA Board of Directors



Agenda – September 26, 2019





Measure M2 Taxpayer Oversight Committee -Annual Eligibility Review Subcommittee

Committee MembersOrange County Transportation AuthorityDouglas GillenDistrict 1550 South Main Street, Room 09Pauline MerryDistrict 1Orange, California

Tuan Nguyen District 3 Thursday, September 26, 2019 5:30 p.m.

Douglas Anderson District 5
Jeffery Kaplan District 5

Staff

Alice Rogan Director, Marketing and Public Outreach

Adriann Cardoso Capital Programming Manager
Joseph Alcock Section Manager, Local Programs

Kelsey Imler Transportation Funding Analyst, Associate

Jared Hill Community Relations Specialist, Public Outreach

Harry Thomas Project Manager

Sam Sharvini Transportation Analyst

Paul Rodriguez Rodriguez Consulting Group, Consultant

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

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

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

Call to Order and Self Introductions

- 1. Selection of Annual Eligibility Review Subcommittee Chair
- 2. Approval of May 14, 2019 Annual Eligibility Review Subcommittee Minutes
- 3. Measure M2 Eligibility Overview Joe Alcock
- 4. Pavement Management Plan Review Harry Thomas

Overview

All local jurisdictions in Orange County are required to submit and adopt a Pavement Management Plan report biennially in order to remain eligible to receive Measure M2 net revenues. The Pavement Management Plan includes current and projected status of pavement on roads, plan for road maintenance and rehabilitation, and alternative strategies and costs necessary to improve road pavement conditions. There are 14 Pavement Management Plans that will be reviewed as part of the fiscal year 2019-20 Measure M2 Eligibility cycle. The remaining 21 local agencies were reviewed by the Taxpayer Oversight Committee last year and will be due in the next cycle.



Recommendation

Affirm receipt and review of all 14 local agencies' Pavement Management Plan submittals consistent with fiscal year 2019-20 Measure M2 Eligibility submittal requirements.

5. Congestion Management Program Review - Sam Sharvini

Overview

All local jurisdictions in Orange County are required to comply with the conditions and requirements of the Orange County Congestion Management Program.

Recommendation

Affirm receipt and review of all 35 local agencies' Congestion Management Program submittals consistent with fiscal year 2019-20 Measure M2 Eligibility submittal requirements.

6. Mitigation Fee Program – Paul Rodriguez

Overview

All local jurisdictions in Orange County are required to assess traffic impacts of new development and require new development to pay a fair share of necessary transportation improvements attributable to the new development.

Recommendation

Affirm receipt and review of all 35 local agencies' mitigation fee program submittals consistent with fiscal year 2019-20 Measure M2 Eligibility submittal requirements.

7. Eligibility Review Next Steps – Joe Alcock

 Committee members must sign and return review forms to OCTA at the end of this meeting OR bring completed forms to the TOC meeting on Tuesday, October 8, 2019. OCTA staff will prepare a staff report that includes subcommittee recommendations to the TOC on Tuesday, October 8, 2019.

Tuesday, October 8, 2019

Eligibility submittals review findings will be presented at the TOC meeting on Tuesday, October 8, 2019.

Monday, December 2, 2019 and December 9, 2019

The eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways (RP&H) Committee on Monday, December 2, 2019 and Board of Directors on December 9, 2019 for a conditional Fiscal Year 2019-20 eligibility determination.

8. Staff Comments

9. Public Comments

10. Adjournment



AGENDA

Measure M2 Taxpayer Oversight Committee - Annual Eligibility Review Subcommittee

The next meeting of this subcommittee is anticipated to be held in March 2020 and will be scheduled at a later date.



AER Subcommittee Meeting Minutes May 14, 2019





Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

Voting Members Present: Staff Present: Matt McGuinness, Chair District 5 Alice Rogan Jeffrey Kaplan Joseph Alcock District 5 Eugene Fields District 3 Sean Murdock Dale Soeffner Tami Warren District 1 Richie Kerwin Lim District 1 Jared Hill Kelsey Imler James Donich

Call to Order and Self Introductions

The May 14, 2019 meeting of the Annual Eligibility Review Subcommittee was called to order by the Chair, Matt McGuinness, at 5:30 p.m. at the Orange County Transportation Authority (OCTA) Headquarters, 550 South Main Street in Conference Room 09.

Consent Calendar Items

1. Approval of September 20, 2018 AER Subcommittee Minutes

A motion was made by Richie Lim, seconded by Dale Soeffner, and declared passed by those present, to approve the Annual Eligibility Review Subcommittee meeting minutes of the September 20, 2018 meeting.

Discussion Items

There were no discussion items.

Regular Items

2. Action Items - Sean Murdock

Mr. Murdock provided an overview of the Measure M (M2) Expenditure Report requirement. He explained that all jurisdictions are required to submit an annual Expenditure Report within 6 months of the end of their fiscal year in order to remain eligible for M2 funds. He stated that Expenditure Reports account for net revenues, developer/traffic impact fees, and funds expended that satisfy Maintenance of Effort (MOE) requirements by maintaining a minimum level of local streets and roads expenditures. He noted that the reports also include fund balances, interest accrued, and identification of expenditures by program. He explained that Finance Directors are required to sign the Expenditure Reports attesting to their accuracy. He also stated that each local agency must also take their Expenditure Report to their City Council/Board for adoption.

Mr. Murdock also provided an overview of the OCTA audit process. He explained that eight to twelve local agencies are chosen each year to be audited on the expense side of their Expenditure Reports. He also mentioned that local agencies cycle through the audit process roughly every three to five years.

Mr. McGuiness asked if agencies know when they are going to be audited.

Mr. Murdock replied that local agencies typically find out in August at the M2 Finance Director Workshop. However, by then, the fiscal year is done and most books have been closed.

MINUTES



Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

Mr. Murdock stated that OCTA staff offers to look at local agencies' Expenditure Reports prior to their going to City Council/Board for adoption in order to catch any mistakes or discrepancies. He also stated that OCTA staff make themselves available to answer any questions and help as much as possible throughout the process.

Mr. Murdock explained that based on fiscal year 2017-18 audit findings, the cities of Stanton and Santa Ana were found ineligible to receive net M2 funds by the OCTA Board of Directors (Board) on Monday, May 13, 2019. He also stated that this is the first time that an agency has been found ineligible. Mr. Murdock stated that the agencies were found ineligible because they did not meet the MOE requirement. He also explained that the M2 MOE requirement states that local agencies must annually maintain a minimum level of local streets and roads expenditures (i.e. their MOE benchmark) in order to ensure that M2 funds are being used to supplement, not replace, existing local revenues being used for transportation improvements and programs.

Mr. Murdock went over the City of Stanton's Expenditure Report and finding of ineligibility. He explained that Stanton's MOE benchmark was \$245,213 and they reported \$246,244 in MOE expenditures. Therefore, they exceeded their MOE benchmark. However, external auditors found approximately \$8,600 in MOE expenditures that were not transportation related such as bee removal, coyote trappings, public parking materials, and cleanup costs of vacant lots which the City explained they had miscoded. After subtracting these ineligible expenses, Stanton's MOE expenditures fell below the MOE benchmark and the OCTA Board found them to be ineligible to receive net M2 funds.

Mr. Murdock further mentioned that the City will not receive any M2 dollars until they are found eligible again by the OCTA Board. He also stated that they will not lose M2 funds, and stated that M2 payments were suspended until the City can regain eligibility. He also indicated that in order for Stanton to become eligible again, the City must finish the fiscal year, complete their Comprehensive Annual Financial Report, and prepare an annual Expenditure Report. In addition, the City must make up for the shortfall of MOE expenditures in FY 2017-18. He stated that external auditors will review Stanton's Expenditure Report submittal in order to ensure the MOE benchmark has been met. If the MOE benchmark is satisfied, then the OCTA Board can vote to move the City back into an eligible status category and they can start receiving the M2 funds that were suspended.

Mr. Lim asked what will happen to projects that are in the Regional Capacity Program. Mr. Murdock explained that the City will need to fund those ongoing projects until they are eligible to receive M2 funds again.

Mr. McGuinness asked what penalty the Board would have recommended had the City missed their MOE benchmark by a larger amount or if the misstatement was willful.

Mr. Donich explained that under the Measure M2 Ordinance, there are two types of penalties. If a local agency misspends Measure M2 funds, those funds must be fully repaid, and the local agency will be ineligible to receive M2 funds for a period of five years. He also indicated that the M2 Eligibility Guidelines state that failure to adhere to eligibility compliance components may result in suspension of funds until satisfactory compliance is achieved. Suspension was the penalty that the Board went with in the case of Stanton and Santa Ana.

Mr. McGuinness asked who will be paying for the re-audit of Stanton and Santa Ana.

MINUTES



Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

Mr. Donich replied that as part of the Board action that found these cities ineligible, it was determined that the cost of the audits to get the cities back to an eligible status would be charged to the cities.

Mr. Lim asked if Stanton was given the opportunity to look for other expenditures that could qualify toward the MOE requirement. He recalled Villa Park falling below their MOE benchmark a few years ago and being given this opportunity.

Mr. Murdock replied that reopening the books would not have been an option.

Mr. Donich further explained that OCTA uses the State Gas Tax Guidelines as a model for performing audits, and these guidelines state that agencies are not allowed to reopen their books to make changes. Mr. Donich noted that this is why it is so important that local agencies not only meet but exceed their MOE benchmarks in order to create a buffer in case MOE expenditures are found ineligible.

Ms. Warren suggested that the Villa Park instance Mr. Lim was recalling might have been a clarification of the books rather than a reopening.

Mr. Soeffner asked if the M2 funds that are being suspended from Stanton and Santa Ana will be given to them in one lump sum when they are found to be eligible again.

Mr. Murdock replied that Local Fair Share and Senior Mobility Fund dollars would likely be given as a lump sum because they are formula based. However, he noted that this would not likely be the case for competitive funds.

Mr. Alcock explained that the cities can submit invoices for competitive funds to OCTA. However, he furthered that they will not be paid. Once the cities become eligible again, OCTA would pay approved invoices.

Mr. Fields asked how much communication there will be between OCTA and the two ineligible cities.

Mr. Donich replied that there is as much communication as is needed for OCTA to help Stanton and Santa Ana. There is no ban or limit on communication.

Mr. Fields asked if there is any advice or mechanism that OCTA can give to these cities in order to help them become eligible again and avoid further errors in the future.

Mr. Murdock explained that an agreement will be set up with both cities to make it clear how to become eligible again. He noted that OCTA staff are in contact with the local agencies multiple times throughout the year to discuss eligibility, and are always available to help with Expenditure Reports and questions.

Mr. Donich explained that meeting the MOE requirement is not an unattainable hurdle—every local agency has met it and withstood audit for the past 27 years. There has been a lot of communication between OCTA and Stanton and Santa Ana as they work through these issues. Both agencies understand where things went wrong and have noted that they will exceed their respective MOE benchmarks in future years.

MINUTES



Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

Mr. Murdock added that OCTA is not trying to penalize, rather the goal is to follow the M2 Ordinance to ensure that it is administered properly. He noted that Stanton has a balance of approximately \$675,000 of Local Fair Share funds, which is over a year's worth of these type of funds, and these funds can be used to bridge the gap while the City works to become eligible again.

Mr. Lim asked if the penalty for ineligibility is enforced immediately.

Mr. Murdock stated that Stanton and Santa Ana were found ineligible at the Board meeting on the morning of Monday, May 13, 2019, and from that point on, these cities were no longer allowed to receive net M2 funds.

Mr. Donich further explained that the eligibility cycle is completed on a yearly basis, and noted, however, that ineligibility can be determined at any time of the year by the Board. He said that it is the Board who approves the cities to become eligible again.

Mr. Murdock went over the City of Santa Ana's Expenditure Report and finding of ineligibility. He explained that the City had a \$7.8 million MOE benchmark and reported \$8.2 million in MOE expenditures. However, external auditors found a little over \$700,000 in indirect costs that were not supported by any documentation or cost allocation methodology. Those expenditures were deemed ineligible and once subtracted from the City's expenditures, this put Santa Ana below their MOE benchmark. In order for indirect costs to be considered eligible MOE expenditures, they must have a valid supporting cost allocation methodology which needs to be no more than three to five years old. Santa Ana could not find any recent supporting documentation to explain their methodology, as such these costs were disallowed.

- Mr. McGuinness asked when Santa Ana was last audited.
- Ms. Rogan indicated that their last audit was conducted in 2014.
- Mr. Lim asked if they passed the 2014 audit.
- Mr. Murdock replied that if any ineligible expenditures were found, they were not large enough to drop the City below their MOE benchmark.
- Mr. Donich stated that in 2014, Santa Ana's methodology would have been on the border of being outdated and it would have been noted.
- Ms. Rogan stated that if there were any specific questions the Subcommittee had regarding the audit findings, they could be brought up at the upcoming Audit Subcommittee meeting.
- Mr. Murdock explained that Santa Ana was found ineligible at the Monday, May 13, 2019 Board meeting and now must follow the same process as Stanton to regain eligibility.
- Mr. Fields asked how much this hold up in funding would affect the cities.

Mr. Donich said that both cities have indicated that they can cash flow their projects and do not believe it will cause an issue. Santa Ana's biggest concern was that the money would be lost completely, but that is not the case.

MINUTES



Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

Mr. Fields expressed concern regarding how the suspension of funds would affect ancillary work being done on the OC Streetcar project.

Mr. Murdock stated that OCTA is the lead on the OC Streetcar project, and Mr. Donich further explained that the vast majority of the work on the OC Streetcar are project costs which OCTA is paying for with M2 funds. However, for portions of the project that are locally funded, Santa Ana will have to cash flow those expenses until the issue is resolved.

Mr. Murdock added that Santa Ana gets approximately \$5 million a year in Local Fair Share funds and they currently have an almost \$10 million balance, so they should have enough money to cash flow expenses until they become eligible again.

Mr. Murdock stated that OCTA's Board took these findings of ineligibility very seriously and wanted to ensure that the M2 program continues to be administered properly.

Mr. Donich agreed and shared that an overriding statement he heard from most OCTA Board members was that they recognize the role and importance of the Taxpayer Oversight Committee (TOC) and see that the main reason Measure M was passed twice by two-thirds of the electorate is because of the assurances that tax dollars would not be misused.

Mr. Lim asked if cities can be found ineligible even if they have enough expenditures for their MOE, but just do not list them on their report.

Mr. Donich replied in the affirmative and noted they could still be found ineligible because of a mistake on their part.

Mr. Murdock added that each year OCTA advises cities to report as much MOE as possible on their Expenditure Reports, because if something happens and an auditor finds an error on the report which drops a city below their MOE benchmark, OCTA's hands are tied.

Mr. Donich also added that OCTA always allows cities to call and ask questions regarding eligibility prior to submitting Expenditure Reports.

Ms. Warren explained that if Stanton and Santa Ana had been given a pass on their errors and failure to meet the MOE requirement, it might have led other agencies to not taking OCTA and M2 Eligibility requirements seriously.

Mr. Donich explained that the Board authorized the CEO and himself to negotiate and execute a settlement agreement with both cities, and noted that they anticipated to outline in the settlement agreements what would happen if the cities did not successfully complete the process to become eligible again.

Mr. Murdock transitioned to speak about the Expenditure Reports and audit findings for the remaining 33 local agencies. He reviewed the City of Aliso Viejo's Expenditure Report in detail as an example to familiarize the Subcommittee with the required materials and reports. He noted that negative beginning balances indicate that a local agency advanced a project and spent their own money prior to receiving M2 funds.

Mr. Lim asked why agencies are required to submit monthly reports for SMP.

May 14, 2019 AER Subcommittee Minutes

MINUTES



Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

- Mr. Murdock explained that OCTA wants to ensure that the M2 funds are being spent properly and all program requirements are being met.
- Mr. Lim asked how often agencies have to bid out for contracts.
- Mr. Murdock stated that it is up to the local agency.
- Mr. Lim asked why there was a finding regarding procurement for the City of Dana Point's SMP.
- Mr. Murdock explained that the City did not have competitive bidding documentation and they were missing certain required language in their contract. He also stated that the City does plan to amend their current agreement to include the missing language.
- Mr. Lim asked if Huntington Beach had a different fiscal year than the rest of the agencies.
- Mr. Murdock explained that Huntington Beach changed their fiscal year this year, and their current Expenditure Report covers nine months instead of twelve. He stated that next year's Expenditure Report will cover a full year.
- Mr. Lim asked why the City of La Habra was given the opportunity to revise their Expenditure Report when the cities of Stanton and Santa Ana were not.
- Mr. Murdock clarified that the City was revising their Expenditure Report—they are not reopening or modifying their books. This revision was necessary because the original report used budgeted numbers for MOE and expenditures on the LFS side instead of actuals, making it difficult to tie balances.
- Mr. Lim asked how indirect costs are defined.
- Mr. Murdock stated that it is overhead—any non-directly charged costs. He noted, however, that there must be a methodology explaining overhead cost allocations.
- Mr. Lim asked if San Juan Capistrano resolved their cost allocation issues from the last audit.
- Mr. Murdock explained that last year they had \$100,000 of indirect costs and they did not have a cost allocation method. Their remedy was to not include these expenses in the future since they did not need them to meet their MOE requirement.
- Mr. Fields asked how often the Expenditure Reporting Matrix is updated.
- Mr. Murdock explained that over the years the Expenditure Report has evolved and become more detailed and technical, and mentioned that changes have been made about three times since 2011.
- Mr. Fields asked if a margin of error is expected in Expenditure Reports.
- Mr. Murdock replied in the affirmative and mentioned that mistakes are often seen.

A motion was made by Jeffrey Kaplan, and seconded by Richie Lim, and declared passed by those present, to approve a recommendation to the Audit Subcommittee to re-audit the LFS and SMP programs for the cities of San Clemente, Dana Point, and La Habra.

May 14, 2019 AER Subcommittee Minutes

MINUTES



Measure M2 Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee May 14, 2019

A motion was also made by Eugene Fields, and seconded by Matt McGuinness, and declared passed by those present, to approve sending a letter to the City of Rancho Santa Margarita congratulating them on going above their MOE benchmark and referencing the two cities who missed their benchmark as a reason why the City was continuously sent letters encouraging them to report above their minimum MOE benchmark.

3. Eligibility Review Next Steps - Joseph Alcock

Mr. Alcock asked the members to complete their review forms and to return signed forms to OCTA at the end of the current meeting or on June 11, 2019 at the TOC meeting. Mr. Alcock also informed the Subcommittee that the Chair, if available, will present the findings and recommendations from this Subcommittee to the broader TOC. Mr. Alcock stated that the Expenditure Report eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways Committee on July 1, 2019 and Board of Directors on July 8, 2019 for a conditional Fiscal Year 2018-19 eligibility determination.

4. Public Comments

There were no members of the public present.

5. Adjournment

Meeting adjourned at 7:30 p.m.

May 14, 2019 AER Subcommittee Minutes



FY 2019-20 Pavement Management Plan Review Summary

2019 Measure M2 Eligibility Summary Table of Pavement Management Plan (PMP) Elements

Local Agency	Current Network PCI	Current MPAH PCI	Current Local PCI	Projected Network PCI	Projected MPAH PCI	Projected Local PCI	7 Year R&R Plan Limits	7 Year R&R Plan Areas	7 Year R&R Plan Class	7 Year R&R Plan PCI	7 Year R&R Plan Inspection Dates	7 Year R&R Plan Treatment Type	7 Year R&R Plan Treatment Cost	7 Year R&R Plan Treatment Year	QA/QC	7 Years Current Budget \$ x 10 ⁶	7 Years Maintain Network PCI \$ x 10 ⁶	7 Years Improve Network PCI \$ x 10 ⁶	Software	Certification Form	Compliant PMP (Y/N)
Anaheim	F	F	F	F	F	Р	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Υ
Brea	G	G	G	G	G	G	✓	✓	1	✓	✓	✓	✓	✓	✓	✓	√	1	Micro	✓	Υ
County of Orange	G	G	G	G	G	G	✓	✓	1	✓	✓	✓	✓	✓	✓	✓	✓	1	SS	✓	Υ
Cypress	VG	G	VG	G	G	G	✓	✓	1	✓	✓	✓	✓	✓	✓	✓	√	1	SS	✓	Υ
Dana Point	VG	VG	G	VG	VG	VG	✓	✓	1	✓	✓	✓	✓	✓	✓	✓	✓	1	SS	✓	Υ
Irvine	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Υ
La Habra	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Lake Forest	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	~	SS	✓	Υ
Los Alamitos	F	F	F	Р	Р	F	✓	1	1	✓	✓	✓	✓	✓	✓	✓	✓	1	Micro	✓	Υ
Newport Beach	G	G	G	G	G	G	✓	✓	1	✓	✓	✓	✓	✓	✓	✓	√	1	Micro	✓	Υ
San Clemente	VG	VG	VG	VG	VG	G	✓	1	1	✓	✓	✓	✓	✓	✓	✓	✓	1	Micro	✓	Y
San Juan Capistrano	F	F	F	F	F	F	✓	✓	✓	✓	√	√	✓	✓	✓	✓	✓	✓	SS	✓	Y
Stanton	G	G	G	G	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Tustin	VG	VG	VG	G	G	G	✓	✓	✓	✓	√	√	✓	✓	✓	✓	✓	✓	Micro	✓	Y

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

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

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

Harry W. Thomas, OCTA



FY 2019-20 Pavement Management Plan Certifications



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on March, April for Arterial (MPAH) streets and April, 2019 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2019.
- Percentage (by pavement area) of all sections of pavement needing:

o Preventative Maintenance: 22.2%

Rehabilitation: 55.5%Reconstruction: 9.3%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - o Current biennial period \$311.2 million
 - o Following biennial period \$7.3 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - o Current biennial period \$33.8 million
 - o Following biennial period \$32.7 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Carlos Castellanos, PE	City of Anaheim			
Name (Print)	Jurisdiction			
10	6/28/2019			
Signed	Date			
City Engineer				
Title				

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

2019 Citywide Pavement Management Plan – OCTA Submittal Final Report – June 30, 2019

I. Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-16, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on February, 2019 for the Arterial (MPAH) and February, 2019 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2018;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 27.3%;
 - Rehabilitation = 24.5%;
 - o Reconstruction = 4.5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$6,600,000;
 - Following biennial period \$6,200,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,500,000;
 - o Following biennial period \$4,100,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Antonio Olmos

Name (Print)

Signed

Director of Public Works

City of Brea

Jurisdiction

6/10/19

Date

Title





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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2019 for Arterial (MPAH) streets and March, 2019 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2019.
- Percentage (by pavement area) of all sections of pavement needing:
 - o Preventative Maintenance: 69.3%
 - Rehabilitation: 30.4%Reconstruction: 0.3%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$84 million
 - o Following biennial period \$15.5 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - o Current biennial period \$25.197 million
 - o Following biennial period \$24.65 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Khalid Bazmi	County of Orange
Name (Print)	Jurisdiction
Wald From	8 16/19
Signed	Date
County Engineer	

Title

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

Pavement Management Plan Agency Submittal



I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on November, 2018 for Arterial (MPAH) streets and November, 2018 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on November, 2018.
- Percentage of all sections of pavement needing:

Preventative Maintenance: 78.4%

Rehabilitation: 21.6%Reconstruction: 0%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$11.8 million
 - o Following biennial period \$1.6 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3.84 million
 - o Following biennial period \$4 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

 $\label{lem:control_control} \mbox{A copy of this certification is being provided to the Orange County Transportation Authority.}$

Submitted by	littea by:
--------------	------------

Kamran Dadben, P.E.	City of Cypress	
Name (Print)	Jurisdiction	
Kam wan Daelleh	6/28/2019	
Signed	Date	
City Engineer		
Title		

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



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2019 for Arterial (MPAH) streets and April, 2019 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2019.
- Percentage (by pavement area) of all sections of pavement needing:
 - o Preventative Maintenance: 87%
 - o Rehabilitation: 12.9%
 - o Reconstruction: 0.1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$11.7 million
 - Following biennial period \$3.3 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$8.2 million
 - o Following biennial period \$8.3 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Matthew Sinacori P.E.	City of Dana Point
Name (Print)	Jurisdiction
me and A	June 28, 2019
Signed	Date
Director of Public Works/City Engineer	

Director of Public Works/City Engineer

Title

2019 Citywide Pavement Management Plan – OCTA Submittal Final Report – June 30, 2019

I. Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-16, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2019 for the Arterial (MPAH) and April, 2019 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2019;
- · Percentage of all section of pavement needing:
 - Preventive Maintenance = 16%;
 - Rehabilitation = 4%;
 - Reconstruction = 1.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$22,996,100;
 - o Following biennial period \$10,738,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$22,996,100;
 - Following biennial period \$8,430,400
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Signed

City of Irvine

Jurisdiction

5-30-19

Date

Director of Public Works

Title



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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2019 for the Arterial (MPAH) and March 2019 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2019;
- Percentage of all section of pavement needing:
 - o Preventive Maintenance = 31.2%;
 - Rehabilitation = 15.9%;
 - o Reconstruction = 2.5%

Submitted by:

- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$4,352,000
 - o following biennial period \$4,347,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,108,100;
 - following biennial period \$4,106,200
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

Christopher L. Johansest Name (Print)	<u>City of La Habra</u> Jurisdiction
Chusapher J. Jallanson Signed	June 5, 1019 Date
<u>City Engineer</u> Title	

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



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2019 for Arterial (MPAH) streets and April, 2019 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2019.
- Percentage (by pavement area) of all sections of pavement needing:

o Preventative Maintenance: 64.6%

o Rehabilitation: 35.2%

Reconstruction: 0.2%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$43.5 million
 - o Following biennial period \$9.5 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - o Current biennial period \$9.2 million
 - o Following biennial period \$7.6 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Thomas E. Wheeler	City of Lake Forest	
Name (Print)	Jurisdiction	
ha lebaler	Click here to enter a date.	
Signed	Date	
Public Works Director/City Engineer	•	

Title

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



APPENDIX F

Pavement Management Plan Certification

The City/County of Los Alamiltos with the criteria stated in the Orange C requires that the Pavement Manageme revenues generated from renewed Mea	County Transportation Authority Plan be in place and ma	
The plan was developed by Willdan Engine system, conforming to American Societ a minimum, the following elements:	ering * using MicroP ty for Testing and Materials	, a pavement management (ASTM) Standard D6433,and contains, at
 Inventory of MPAH and local reinventory was completed on 30-May _ , 2019 _ for left for l	0-May , 2019 for	d biennially. The last update of the Arterial (MPAH) streets and
 Assessment of pavement cond review of pavement condition 	ition for all routes in the sywas completed $^{15 ext{-Apr}}$ _ ,	stem, updated biennially. The last field
 Percentage of all sections of page 	avement needing:	
Preventive Maintenand	= 10.8 , Rehabilitation $= 5.2$	2.7 , Reconstruction 2.1
 Budget needs for preventative of pavement for: 	maintenance, rehabilitation	and/or reconstruction of deficient sections
Current biennial period	\$ <u>1,600,000</u> , Following b	iennial period \$ 1,600,000
 Funds budgeted or available for 	or Preventative Maintenance	e, Rehabilitation and/or Reconstruction.
Current biennial period	d \$_900,000, Following b	iennial period \$ 900,000
Backlog by year of unfunded p	avement rehabilitation, res	toration, and reconstruction needs.
		wide pavement condition assessment t Management Plan Guidelines adopted by
* An electronic copy of the Pavement I been or will be submitted with the cert		o Paver or StreetSaver compatible files has
A copy of this certification is being pro-	vided to the Orange County	Transportation Authority.
Submitted by:		
Dave Hunt	City Engineer	City of Los Alamitos
Name (Print)	Title	Jurisdiction
Dight	6-17-19	
Signature	Date	



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on November, 2018 for Arterial (MPAH) streets and November, 2018 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on November, 2018.
- Percentage of all sections of pavement needing:
 - o Preventative Maintenance: 28.4%
 - o Rehabilitation: 5.1%
 - o Reconstruction: 1.5%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - Current biennial period \$25.0 million
 - Following biennial period \$5.5 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$11.4 million
 - Following biennial period \$11.4 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Su	bn	nit	te	d	b	V

Submitted by.		
Michael J. Sinacori, P.E.	City of Newport Beach	
Name (Print) ()	Jurisdiction	
mult	5-6-19	
Signed (/	Date	
Acting City Engineer		
Title		

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2019 for the Arterial (MPAH) and April 2019 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2019;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 25.8%;
 - Rehabilitation = 7.9%;
 - Reconstruction = 0.4%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$6,172,500
 - o following biennial period \$6,695,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$6,172,500;
 - o following biennial period \$6,695,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 10);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:	
TOM BONIGUT	City of San Clemente
Name (Print)	Jurisdiction
In Ban	6/26/19
Signed	Date
Public Works Director / City Engineer Title	

Section V

I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2019 for the Arterial (MPAH) and March 2015 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2019;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 24.2%;
 - Rehabilitation = 42.5%;
 - Reconstruction = 6.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$8,520,700
 - o following biennial period \$8,520,600
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,158,000;
 - o following biennial period \$3,964,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 11);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Joe Parco	City of San Juan Capistrano
Name (Print)	Jurisdiction
Signed	8 13 19 Date

Title

Submitted by:

City Engineer



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2019 for Arterial (MPAH) streets and April, 2019 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2019.
- Percentage (by pavement area) of all sections of pavement needing:

o Preventative Maintenance: 57.9%

Rehabilitation: 39.6%Reconstruction: 2.5%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
 - o Current biennial period \$13.5 million
 - o Following biennial period \$0 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
 - Current biennial period \$3.6 million
 - o Following biennial period \$3.1 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Su	hm	itte	Ы	hv:
Ju	MII.		•	W.

Allan Rigg	City of Stanton	
Name (Print)	Jurisdiction	
U Ch	6117119	
Signed	Date	***
Public Works Director/City Engineers		
Title		

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

2019 Citywide Pavement Management Plan – OCTA Submittal Final Report – June 7, 2019

I. Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-16, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2019 for the Arterial (MPAH) and March, 2019 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in April, 2019;
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 27.0%;
 - Rehabilitation = 14.3%;
 - O Reconstruction = 0.1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$6,668,800;
 - Following biennial period \$6,652,500
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$6,000,000;
 - Following biennial period \$6,000,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

Douglas S. Stack, P.E.	City of Tustin
Name (Print)	Jurisdicti g n/
My (). Jane	6/7/2019
Sign@d/	Date
Director of Public Works/City Engineer	

Title





FY 2019-20 Congestion Management Program Review Summary

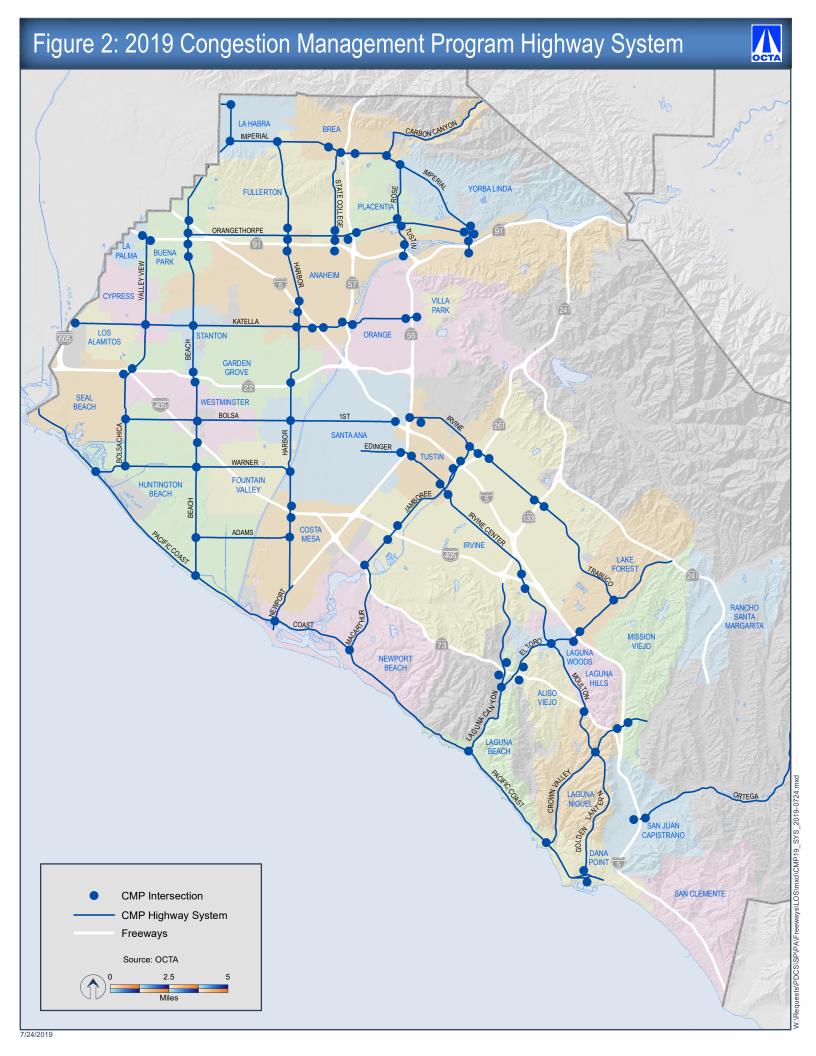
2019 Congestion Management Program Summary of Compliance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2019 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

^{*}No CMP intersections within jurisdiction

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

Sam Sharvini, OCTA





FY 2019-20 Congestion Management Program Checklists



	CMP Monitoring Checklist: Level of Service (LC	OS)		
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 activities ¹ , all CMP 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 ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.		a a	
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	onal Comments:			

¹The 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.



Congestion Management Program (CMP)

neme	CMP Monitoring Checklist: Deficiency Plans				
CM	CMP Checklist YES NO				
1.	Check "Yes" if either of the following apply:	1			
	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	ON 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standar	ds.			
	•				
	•			2	
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	N 3 NEE	D 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)?				

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



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			



CMP Monitoring Checklist: Land Use Coordination					
CMF	P 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 : ANSWER THE REMAINING QUESTIONS.	2 NEED	го		
3.	If so, how many?				
4.	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). • •				
	Were mitigation measures and costs identified for each and included in your seven-year CIP?				
	 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:					
		2		ži.	

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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)							
CMF	P Checklist			YES	NO	N/A	
1.	Did you submit a seven-year CIP to	OCTA by June 30?					
2.	Does the CIP include projects to ma (including capacity expansion, safety						
3.	Is it consistent with air quality mitigatemissions?	ation measures for transportat	on- related vehicle				
4.	Was the Web Smart CIP provided by	the OCTA used to prepare the	e CIP?				
Add	itional Comments:						
			,				
I cer	I certify that the information contained in this checklist is true.						
Q —	uang Le	Associate Engineer	37		1-1	5-19	
	Name (Print)	Title	Signature		Da	ate /	



	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 activities¹, all CMP 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 : ANSWER THE REMAINING QUESTIONS.	1 NEED T	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			X
	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			X
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			X
Addition	nal Comments:			

¹The 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.



CMP Monitoring Checklist: Deficiency Plans						
CMP Checklist YES NO						
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. 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?			X		
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?			X		
5.	Does the deficiency plan fulfill the following statutory requirements? :					
	a. Include an analysis of the causes of the deficiency?			X		
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			X		
	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?			X		
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 	0		X		

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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			X
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	0		X
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			X
9.	Has necessary inter-jurisdictional coordination occurred?			X
10.	Please describe any innovative programs, if any, included in the deficiency plan:			X
Addit	tional Comments:			



CMP Monitoring Checklist: Land Use Coordination					
CMF	CMP Checklist YES				
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	го		
	ANSWER THE REMAINING QUESTIONS.	-			
3.	If so, how many?3 Stu			dies_	
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).				
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			X	
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			X	
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:					
Question 4 is N/A because no CMP intersections analyzed in TIA's were found to be deficient.					

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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CMF	P Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	X				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	×				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X				
Add	itional Comments:					
I certify that the information contained in this checklist is true.						
C	Name (Print) CITY EVENTER Signature		6 25 Di	ate		



Juris	sdiction: City of	Brea				
, file	СМІ	Monitoring Checklist: L	evel of Service			J.
CMP	Checklist		1 1 1 1 1 1 1 1 1 1 1 1 1	YES	NO	N/A
1.	Check "Yes" if either of the	following apply:		X		
	 There are no CMP 	intersections in your jurisdiction.				
	 Factoring out state jurisdiction are op better. 	utorily-exempt activities ¹ , all CMP interesting at LOS E (or the baseline leve	ersections within your el, if worse than E) or			
	NOTE: ONLY TH	OSE AGENCIES THAT CHECKED " ANSWER THE REMAINING Q		1 NEED 1	ro	
2.	If any, please list those into	ersections that are not operating at the	ne CMP LOS standards.			X
3.	implemented in the next 18	s, if any, be improved by mitigat B months or improvements programn n (i.e., local agency CIP, CMP CIP, M	ned in the first year of			×
		ency plan been developed for each in ne CMP LOS standards?	ntersection that will be			X
Addi	tional Comments:				K B	
I cer	tify that the information conta	ined in this checklist is true.		. /	1	
F	arhad Iranitalab	City Traffic Engineer	Falent In	win/	_	/05/19
	Name (Print)	Title	Signature			Date

¹The 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.



Jur	isdiction: City of Brea			
	CMP Monitoring Checklist: Deficiency Plans			<u> </u>
СМ	P Checklist	YES	NO	N/A
1	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities², all 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	N 1 NEE	D TO	
V	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found to not meet the CMP LOS standards.			X
	•	_	_	
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?			X
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 3 NEE	D TO	
Ţ,	ANSWER THE REMAINING QUESTIONS.		14	andy.
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?			X
	 Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? 			X
	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?			X
	 i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 		О	図

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



Juris	sdiction:	City of Brea					
£ 10	7 T. P.	CMP Monitor	ring Checklist: Defici	ency Plans (co	nt.)		
CMP	Checklist		IN PROPERTY		YES	NO	N/A
6.	Are the capital seven-year CM		fied in the deficiency plan prog	rammed in your			×
7.	Does the defici		nonitoring program that will en	sure its			X
8.	Does the defici proceed pendir	ency plan include a p g correction of the d	process to allow some level of colericiency?	levelopment to	П	□	X
9.	Has necessary	inter-jurisdictional co	oordination occurred?				X
10.	Please describe	any innovative prog	rams, if any, included in the de	eficiency plan:			
Add	itional Commen	ts:					
I cer	tify that the infor	mation contained in	this checklist is true.			/	
F	arhad Iranita		City Traffic Engineer	Falent In	winn/		5/19
	Name (Pi	int)	Title	Signature			Date



Juri	isdiction:	City of Bre	ea				
	Unit St.	CMP Mon	itoring Checklist: Land	Use Coordinati	on	"机"。	i de
CMF	P Checklist				YES	NO	N/A
Have you maintained the CMP traffic impact analysis (TIA) process previous CMP?		you selected for the	×				
		a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?				×	
2.	Did any dev	velopment projects rec	quire a CMP TIA during this CMP o	cycle? ³	×		
		NOTE: ONLY THOSE	AGENCIES THAT CHECKED "Y ANSWER THE REMAINING Q		2 NEED 1	ГО	
3.	If so, how r	many?				3_	
4.		nny CMPHS links & into y are outside of your	ersections that were projected to jurisdiction).	not meet the CMP LOS	standards	(indicate	X
	• =						
		ere mitigation measur ven-year CIP?	es and costs identified for each a	nd included in your			×
			intersections were outside your ju other jurisdictions to develop a m				×
5.	consistency	affic model was/will be requirements as dese ww.octa.net/pdf/cmpp	e used, did you follow the data an cribed in the CMP Preparation Mar orepmanual.pdf)?	nd modeling nual (available online			X
Add	litional Comm	ents:					
				8			
I ce	ertify that the	information contained	I in this checklist is true.		. / 1	/	
F	Farhad Irai	nitalab	City Traffic Engineer	Falent Inn	(ml)		5/19
-	Name (Print) Title Signature Date)ate	

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.



Jur	sdiction:	City of Brea					
- 001	CN	IP Monitorin	g Checklist: Capital I	mprovement P	rogram	30	
CMI	Checklist	Manager 1		30 , 117	YES	NO	N/A
1,0	Did you submit a June 30?	seven-year Capita	al Improvement Program (CIP)	to OCTA by	×		П
2.	Does the CIP including capaci	lude projects to mity expansion, safe	aintain or improve the performa ty, maintenance, and rehabilitat	ance of the CMPHS tion)?	X		
3.	Is it consistent we emissions?	vith air quality miti	gation measures for transportat	ion- related vehicle	X		
4.	Was the Web Sn	nart CIP provided b	by the OCTA used to prepare th	e CMP CIP?	X		



Jurisdiction:

Additional Comments:

City of Buena Park

APPENDIX C

	CMP Monitoring Checklist: Level of Service (LC)S)		
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 activities ¹ , all CMP 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 1	го	
2.	ANSWER THE REMAINING QUESTIONS. If any, please list those intersections that are not operating at the CMP LOS standards.	1915 (44)		
2.	Transplease list those intersections that are not operating at the CMP LOS standards.			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans						
СМ	CMP Checklist YES NO						
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 ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.					
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 ANSWER THE REMAINING QUESTIONS.	N 3 NEE	D TO				
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?			Ö			
	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?						
	 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.



	CMP Monitoring Checklist: Deficiency Plans (cont.)						
СМР	Checklist	YES	NO	N/A			
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?						
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?						
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?						
9.	Has necessary inter-jurisdictional coordination occurred?						
10.	Please describe any innovative programs, if any, included in the deficiency plan:	,	-				
Addi	tional Comments:						



CMP Monitoring Checklist: Land Use Coordination							
CMP Checklist YES NO N/							
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?			X			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED 1	го				
3.	If so, how many?						
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction).	standards	(indicate				
	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)?						
Addi	itional 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMI	P Checklist	A PANISH SAN TERM TO SAN TERM TERM TO SAN TERM TERM TO SAN TERM TERM TO SAN TERM TO SAN TERM TERM TO SAN TERM TERM TO SAN TERM TERM TERM TERM TERM TERM TERM TERM		YES	NO	N/A
1.	Did you submit a seven-year CIP to	OCTA by June 30?		X		
2.	Does the CIP include projects to mai (including capacity expansion, safety			X		
3.	Is it consistent with air quality mitigatemissions?	ation measures for transport	ration- related vehicle	X		
4.	Was the Web Smart CIP provided by	the OCTA used to prepare	the CIP?	X		
Add	itional Comments:		A TOWNS ON BUILDING THE STATE OF THE			
I ce	rtify that the information contained in	this checklist is true.	1 del		•	
	NABIL S. HENEIN	DIRECTOR OF PW/ CITY ENG.	la Voltane		June	26/19
	Name (Print)	Title	Signature		D	ate



Jurisd	liction:	City of Costa Mesa			
		CMP Monitoring Checklist: Level of Service (LO	S)		
CMP C	CMP Checklist: YES				
1.	Check "Yes"	if either of the following apply:	X		
	• The	ere are no CMP intersections in your jurisdiction.			
	, juri	toring out statutorily-exempt activities ¹ , all CMP intersections within your isdiction are operating at LOS E (or the baseline level, if worse than E) or ter.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	TO	
2.	If any, pleas	se list those intersections that are not operating at the CMP LOS standards.			×
	•				
	• _				
	•				
3.	implemented	nt intersections, if any, be improved by mitigation measures to be d in the next 18 months or improvements programmed in the first year of unding program (i.e. local jurisdiction CIP, Measure M CIP)?			X
		not, has a deficiency plan been developed for each intersection that will be erating below the CMP LOS standards?			X
Additio	onal Comment				

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



	CMP Monitoring Checklist: Deficiency Plans					
СМІ	P 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 standard	ls.		X .		
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?			X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.					
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			X		
5.	Does the deficiency plan fulfill the following statutory requirements?:					
	a. Include an analysis of the causes of the deficiency?			X		
	 Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? 			X		
	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?			X		
	Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?			X		

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.



CMP Monitoring Checklist: Deficiency Plans (cont.)					
СМР	Checklist	YES	NO	N/A	
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			X	
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?		П	X	
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			X	
9.	Has necessary inter-jurisdictional coordination occurred?			X	
10.	Please describe any innovative programs, if any, included in the deficiency plan:			区	
Addi	tional Comments:				



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordinati	on					
СМР	Checklist	YES	NO	N/A			
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X					
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X				
	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). Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).						
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 			\boxtimes			
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			X			
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)?				X			
Addi	itional 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.



	CMP Monitorin	g Checklist: Capital Im	provement Prog	ram (CI	(P)	
СМ	CMP Checklist			YES	NO	N/A
1.	Did you submit a seven-year C	IP to OCTA by June 30?		×		
2.	Does the CIP include projects t (including capacity expansion,	o maintain or improve the perform safety, maintenance, and rehabilit	nance of the CMPHS ation)?	X		
3.	Is it consistent with air quality emissions?	mitigation measures for transporta	tion- related vehicle	X		
4.	Was the Web Smart CIP provid	ed by the OCTA used to prepare the	ne CIP?	×		
Add	itional Comments:					
I cer	tify that the information containe	d in this checklist is true.				
Jennifer Rosales Transportation Services Manage		Transportation Services Manager	1/192		6-27	'-19
	Name (Print)	Title	Signature	-	Da	te



Congestion Management Program (CMP)

CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		,
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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	1 NEED 7	го	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•		1	
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	_	0	0
Additio	onal Comments:			

¹The 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.



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	X			
	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	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2	If any, please list those intersections found that are not operating at the CMP LOS standar	ds.			
ļ	•				
	•				
	•				
3.	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	N 3 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	0		В	
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?			0	
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?			0	

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.



	CMP Monitoring Checklist: Deficiency Plans (cor	nt.)		
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			X
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			X
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			E
9.	Has necessary inter-jurisdictional coordination occurred?			X
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordinati	on	ПП			
CMI	CMP Checklist YES NO					
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X				
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	0				
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED	го			
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).					
	Were mitigation measures and costs identified for each and included in your seven-year CIP?	0				
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 					
5.	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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)						
СМІ	P Checklist	YES	NO	N/A			
1.	Did you submit a seven-year CIP to OCTA by June 30?	X					
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X	0	0			
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?			0			
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X		0			
Add	itional Comments:						
	I certify that the information contained in this checklist is true. Kamran Dadbeh City Engineer Kamran Dadbeh 6-18-19						
Name (Print) City Engineer Title Signature			De				



Jurisd	liction: City of Dana Point						
	CMP Monitoring Checklist: Level of Service ((LOS)					
CMP (CMP Checklist YES NO N						
1.	Check "Yes" if either of the following apply:	Æ					
	There are no CMP intersections in your jurisdiction.						
	 Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) better. 						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS.	ON 1 NEED T	о				
2.	If any, please list those intersections that are not operating at the CMP LOS standa	rds.					
	. •						
	•		1.00				
	•			>			
3.	Will deficient intersections, if any, be improved by mitigation measures to implemented in the next 18 months or improvements programmed in the first year any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			Ð			
,	a. If not, has a deficiency plan been developed for each intersection that will operating below the CMP LOS standards?	be 🗆		Ð			
Additio	onal Comments:						
W							

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans							
СМ	P Checklist	YES	NO	N/A			
1.	Check "Yes" if either of the following apply:	Æ					
	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 standard	ds.	•	æ			
	•						
	•			¥			
	•						
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?			Ā			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO				
	ANSWER THE REMAINING QUESTIONS.						
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			Ð			
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?		□.	Æ			
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 		j	¥			

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.



	CMP Monitoring Checklist: Deficiency Plans (cor	nt.)		
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			Æ
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			Æ
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			Æ
9.	Has necessary inter-jurisdictional coordination occurred?			₩ .
10.	Please describe any innovative programs, if any, included in the deficiency plan:			Æ
Addi	tional Comments:			
				,



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordination	on						
СМР	Checklist	YES	NO	N/A				
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Ð						
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			Ð				
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		. 4					
	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 swhether any are outside of your jurisdiction).	standards	(indicate	*				
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			æ				
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 	a 🗖 a		Ð				
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)?			¥				
Addi	itional 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.



APPENDIX C
Congestion Management Program (CMP)

CMF	^o Checklist				YES	NO	N/A
1.	Did you submit a seven-year CIP to	OCTA by June 30?		= 1	Æ		
2.	Does the CIP include projects to ma (including capacity expansion, safety			the CMPHS	Æ		
3.	Is it consistent with air quality mitigation emissions?	ation measures for tran	sportation- rel	ated vehicle	Æ		
4.	Was the Web Smart CIP provided by	the OCTA used to pre	pare the CIP?		Æ		
Add	itional Comments:						and the second
¥						•	
I ce	rtify that the information contained in Matthew Sinacori Name (Print)	Director of Public Works Engineer	s/City	Signature	4		



MP (Checklist	YES	NO	N/
	Check "Yes" if either of the following apply:	N		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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 : ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
				$\overline{}$
	If any, please list those intersections that are not operating at the CMP LOS standards.			2
	If any, please list those intersections that are not operating at the CMP LOS standards. •		- 24	2
	If any, please list those intersections that are not operating at the CMP LOS standards. • • •		·	[
	If any, please list those intersections that are not operating at the CMP LOS standards. • • Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			1
	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of			(

¹The 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.



CMP Monitoring Checklist: Deficiency Plans					
CM	P 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 QUESTIC	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standar	ds.			
	•				
	•				
	•				
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 QUESTIC	N 3 NEE	D 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?			N/	
	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?				
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 			N	

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.



CMP Monitoring Checklist: Deficiency Plans (co	nt.)		
Checklist	YES	NO	N/A
Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			ď
Does the deficiency plan include a monitoring program that will ensure its implementation?			
Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
Has necessary inter-jurisdictional coordination occurred?			15/
tional Comments:			
	Checklist Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred? Please describe any innovative programs, if any, included in the deficiency plan:	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred? Please describe any innovative programs, if any, included in the deficiency plan:



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMP	P Checklist	YES	, NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	M		
	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 ANSWER THE REMAINING QUESTIONS.	2 NEED	го	
3.	If so, how many?		NIF	1
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction).	standards	(indicate	
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			N/
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)?			
Add	itional 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CM	P Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	10/			
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	N			
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	N			
Add	litional Comments:				
I cer	rtify that the information contained in this checklist is true.				
	Temo Galvez DEPUTY DIRECTOR OF Public Works City Engineer & LC >	7	6.18	2. 2719	
(Name (Print) Title Signature		Da		



		CMP Monitoring Checklist: Level of Service (LO	S)		
CMP	Checklist		YES	NO	N/A
1.	Check "	Yes" if either of the following apply:	X		
	9	There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ¹ , all CMP 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 ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, p	please list those intersections that are not operating at the CMP LOS standards.			
	0				
	•				
3.	impleme	ficient intersections, if any, be improved by mitigation measures to be ented in the next 18 months or improvements programmed in the first year of ent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a.	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			0
Additio	nal Comr	ments:			

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans						
CM	P 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.	X					
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 standard or	ds.					
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 QUESTIO	N 3 NEE	D 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?		0				
	 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.



	CMP Monitoring Checklist: Deficiency Plans (cor	nt.)		
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10. Please describe any innovative programs, if any, included in the deficiency plan:				
Addi	tional Comments:			



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?	X				
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?					
2.	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). • •					
	Were mitigation measures and costs identified for each and included in your seven-year CIP?					
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 					
5.	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 ?					
Addi	tional 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)							
CMF	Checklist	YES	NO	N/A				
1.	Did you submit a seven-year CIP to OCTA by June 30?	X						
2.	2. Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?							
3.				0				
4.	4. Was the Web Smart CIP provided by the OCTA used to prepare the CIP?							
Addi	itional Comments:							
I cer	I certify that the information contained in this checklist is true.							
	Mark Miller Name (Print) City Traffic Engineer Title Signature	ye-	5.23 D	ate				



	GMP Monitoring Checklist: Level of Service (LC	S)		
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 activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.	X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • •			0
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?	0	0	0
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?		0	0
Addit	ional Comments:			

¹The 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.



Congestion Management Program (CMP)

	GMP Monitoring Checklist: Deficiency Plans		+	
СМ	P 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.	区		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS. ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, please list those intersections found that are not operating at the CMP LOS standar	ds.		0
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?	0	0	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS.	N 3 NEE	D TO	
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	0		
5.	Does the deficiency plan fulfill the following statutory requirements?:			
	a. Include an analysis of the causes of the deficiency?			
1	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	0		b
	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?		_	
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 	0		

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.



GMP Monitoring Ghecklist: Deficiency Plans (co	nt.)		
Checklist	YES	NO	N/A
Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			0
Does the deficiency plan include a monitoring program that will ensure its implementation?			0
Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			0
Has necessary inter-jurisdictional coordination occurred?	0	_	0
Please describe any innovative programs, if any, included in the deficiency plan:			
tional Comments:			
	Checklist Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred?	Checklist Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred? Please describe any innovative programs, if any, included in the deficiency plan:



Congestion Management Program (CMP)

	GMP Monitoring Checklist: Land Use Coordinati	on				
CMI	P Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X				
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	0	0			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	0	X			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED 1	ro			
3.	If so, how many?					
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction). • •	standards	(indicate			
	Were mitigation measures and costs identified for each and included in your seven-year CIP?	-				
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 	0		0		
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 ?		0			
Addi	itional 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.



	CMP Monitoring Checklist: Capital Improvement Prog	jram (G)	iP)	
CM	P Checklist	YES	NO	N/A
1.	Did you submit a seven-year CIP to OCTA by June 30?	X	0	0
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X	0	0
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X	0	0
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	×		
I ce	rtify that the information contained in this checklist is true.	\		
I ce	ertify that the information contained in this checklist is true. Dan Candelaria, P.E., T.E. City Engineer		(24)	q



Juitor	city of Huntington Beach			
	CMP Monitoring Checklist: Level of Service (LO	S)		
CMP (hecklist	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 activities¹, all CMP 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 1	0	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?		П	Ď
Additic	nal Comments:			

¹The 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.



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
СМ	P 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	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	is.		
	•			
	•			
	•			
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 QUESTIO	N 3 NEE	D 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?		П	
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9,	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordination					
CMF	Checklist 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	го			
	ANSWER THE REMAINING QUESTIONS.					
3.	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).					
	Were mitigation measures and costs identified for each and included in your seven-year CIP?	口	П			
	 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)?					
Add	itional 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
СМР	Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	✓			
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	✓			
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	✓			
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	✓			
Addi	tional Comments:			Indrese de Leg Profession desp	
I certify that the information contained in this checklist is true.					
В	ob Stachelski Transportation Manager	Well	6-4	-19	
	Name (Print) Title Signature		Da	ate	



Jurisdiction:	City of Irvine	

CMP Monitoring Checklist: Level of Service (LOS)				
CMP (Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	Ø		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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 T	0	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	onal Comments:			

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	V			
	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 QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.			
	•				
	•				
	•				
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 QUESTIO	N 3 NEE	D 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?				
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination					
CMP	CMP Checklist YES				
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Ø			
	If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			Ø	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		Ø		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED ⁻	го		
3.	If so, how many?				
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction). • •	standards	(indicate		
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 				
	 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	P Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	Ø				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	Ø				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	Ø				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	Ø				
Add	itional Comments:					
I ce	I certify that the information contained in this checklist is true.					
Wendy Wang Assoc. Trans. Analyst		6/27	/2019			
	Name (Print) Title Signat	ire	D	ate		



Jurisdiction:

City of La Habra

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Level of Service (LOS)						
CMP (Checklist	YES	NO	N/A			
1.	Check "Yes" if either of the following apply:	Ø					
	There are no CMP intersections in your jurisdiction.						
	 Factoring out statutorily-exempt activities¹, all CMP 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 1	О				
	ANSWER THE REMAINING QUESTIONS.						
2.	If any, please list those intersections that are not operating at the CMP LOS standards						

3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a.	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?		
Additio	onal Com	ments:		

¹The 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.



CMP Monitoring Checklist: Deficiency Plans					
CM	IP Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	Ø		T	
	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	ON 1 NEI	D TO		
	ANSWER THE REMAINING QUESTIONS.			7.5	
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?				
Н	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 3 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.		<u>Tehn</u>		
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?			_	
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)							
CMF	^o Checklist	YES	NO	N/A			
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?						
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?						
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?		П	0			
9.	Has necessary inter-jurisdictional coordination occurred?						
10.	Please describe any innovative programs, if any, included in the deficiency plan:						
Addi	Additional Comments:						



	CMP Monitoring Checklist: Land Use Coordinati	on	4.8		
CMI	P Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	×	0		
	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 : ANSWER THE REMAINING QUESTIONS.	2 NEED	то		
3.	If so, how many?		1		
4.	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). • •				
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			Ø	
	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)?		Ø		
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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMI	² Checklist			YES	NO	N/A
1.	Did you submit a seven-year C	IP to OCTA by June 30?				
2.	Does the CIP include projects to (including capacity expansion,	o maintain or improve the perfo safety, maintenance, and rehab	ormance of the CMPHS illitation)?		Ø	
3.	Is it consistent with air quality a emissions?	mitigation measures for transpo	rtation- related vehicle			×
4.	Was the Web Smart CIP provide	ed by the OCTA used to prepare	e the CIP?	Ø		
Add	tional Comments:				7112	77.
I cer	tify that the information containe Michael Plotnik	d in this checklist is true. Traffic Manager	Mhu		6/20/:	2019
_	Name (Print)	Title	Signature		Da	



Jurisdiction:	City of La Palma

CMP Monitoring Checklist: Level of Service (LOS)				
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 activities¹, all CMP 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 1	го	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	onal Comments:			

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans				
СМ	P 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 standard	ds.		
	•			
	•			
	•			
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 QUESTIC	N 3 NEE	D 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?			
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination									
СМР	P 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.	so, how many?								
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction).	standards	(indicate						
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 								
	 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.



	CMP Monitoring	Checklist: Capital Im	provement Prog	ram (C	IP)	
CMP Checklist				YES	NO	N/A
1.	Did you submit a seven-year CIP	to OCTA by June 28?				
2.	Does the CIP include projects to (including capacity expansion, sa					
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?					
4.	. Was the Web Smart CIP provided by the OCTA used to prepare the CIP?					
I ce	rtify that the information contained	in this checklist is true.				
(a	Michael S. Belknap Name (Print)	Community Services Director Title	Att Signature	Bolj	D	6/23/16 ate



Jurisdiction:	City of Laguna Beach

CMP Monitoring Checklist: Level of Service (LOS)						
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 activities¹, all CMP 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 7	ГО			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			×		
	·					
	•					
	•					
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			×		
	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			×		
Additio	onal Comments:					

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans					
СМ	P 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 QUESTIO	N 1 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		×		
	•					
	•					
	•					
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?			X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D 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?			×		
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			×
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			×
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			×
9.	Has necessary inter-jurisdictional coordination occurred?			×
10.	Please describe any innovative programs, if any, included in the deficiency plan:			N
Addi	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination				
CMP Checklist YES NO				
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	×		
	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 : ANSWER THE REMAINING QUESTIONS.	2 NEED ⁻	го	
3.	If so, how many?			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction). • •	standards	(indicate	X
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 			×
	 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	P Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	×				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	×				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	×				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	×				
Add	itional Comments:					
	I certify that the information contained in this checklist is true. Shohreh Dupuis Assistant City Manager / Director of Public Works Name (Print) Title Signature Date					
_	Name (Print) Assistant City Manager / Breeton of Public Works Title Sig	nature	<u> </u>	6/27/19 Date		



Jurisd	liction:		City of Laguna Hills			
CMP Monitoring Checklist: Level of Service (LOS)						
CMP C	Checklist			YES	NO	N/A
1.	Check "	Yes" if eith	ner of the following apply:	X		
	•	There are	e no CMP intersections in your jurisdiction.			
	•		out statutorily-exempt activities ¹ , all CMP intersections within your on are operating at LOS E (or the baseline level, if worse than E) or			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.						
2.	If any,	please list	those intersections that are not operating at the CMP LOS standards.			
	•					
	•					
	•					
3.	implem	ented in th	ersections, if any, be improved by mitigation measures to be e next 18 months or improvements programmed in the first year of g program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a.		is a deficiency plan been developed for each intersection that will be g below the CMP LOS standards?			
Additional Comments:						

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	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	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	•			
	•			
	•			
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	N 3 NEE	D 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?			
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination				
СМР	Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 ANSWER THE REMAINING QUESTIONS.	2 NEED	ro	
3.	3. If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction). ——————————————————————————————————				
	 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	X				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X				
Add	itional Comments:					
I ce	I certify that the information contained in this checklist is true.					
	Kenneth H. Rosenfield Lity Engineer That fell G/5/19 Name (Print) Title Signature Date					
	Name (Print) Title Signature		D	ate		



	CMP Monitoring Checklist: Level of Service (LO	S)		
CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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 ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • • •			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans					
CMI	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	X				
	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 QUESTIO	N 1 NEE	р то			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.				
	•					
	•			-		
	•					
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 QUESTIO	N 3 NEE	D 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?					
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 	-				

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



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	. 🗆		
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	tional Comments:			



	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?	X			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?				
4.					
	Were mitigation measures and costs identified for each and included in your seven-year CIP?				
	 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)?				
Add	itional Comments:				
le le					

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.



APPENDIX C
Congestion Management Program (CMP)

	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMP	Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	X				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	×				
Addi	itional Comments:					
	Additional Comments:					
I ce	I certify that the information contained in this checklist is true. Jack Scott Public Works Die Signature Date					



Jurisdiction:	City of Laguna Woods	
		•

CMP Monitoring Checklist: Level of Service (LOS)				
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 activities¹, all CMP 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	ro	
	ANSWER THE REMAINING QUESTIONS.			,
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
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	•			
	•		-	
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	. 🗖		
Additio	onal Comments:			

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans				
СМ	P 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 ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	Commence of the Commence of th
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
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	•			
	•			
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	N 3 NEE	D 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?			
	 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: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			¥
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			Æ
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			Æ
9.	Has necessary inter-jurisdictional coordination occurred?	Æ		
10.	Please describe any innovative programs, if any, included in the deficiency plan:			¥
Addit	cional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination					
CMP	² 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 ANSWER THE REMAINING QUESTIONS.	2 NEED	то		
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). 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? 				
	 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)?				
Addi	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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)				
CMP	Checklist	YES	NO	N/A
1.	Did you submit a seven-year CIP to OCTA by June 30?	*		
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?			Æ
3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?		A		
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	¥		
Addi	itional Comments:			
I cer	rtify that the information contained in this checklist is true.	110		
_N	Name (Print) CITY ENGINEER Title Signature	MY.		1/20 ate



Jurisdiction: City of Lake Forest						
	CMP Monitoring Checklist: Level of Service (LOS)					
CMP (Checklist			YES	NO	N/A
1.	Check "Ye	es" if eith	er of the following apply:	×		
	There are no CMP intersections in your jurisdiction.					
	Factoring out statutorily-exempt activities¹, all CMP 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, ple	ease list t	hose intersections that are not operating at the CMP LOS standards.			
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	•					
	• _					
3.	implemen	ted in the	ersections, if any, be improved by mitigation measures to be a next 18 months or improvements programmed in the first year of program (i.e. local jurisdiction CIP, Measure M CIP)?			
			s a deficiency plan been developed for each intersection that will be below the CMP LOS standards?	O.		
Additio	nal Comme	ents:				

¹The 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.



CMP Monitoring Checklist: Deficiency Plans				
CM	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	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	N 1 NEE	D 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?			
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?	0		
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	0		
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?		0	
9.	Has necessary inter-jurisdictional coordination occurred?	0		
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	cional Comments:			



	CMP Monitoring Checklist: Land Use Coordinati	on		
СМР	Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			0
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION :	2 NEED	го	
	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 swhether any are outside of your jurisdiction).	standards	(indicate	
	 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?	0		
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)?			
Addi	tional 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)				
CMF	P Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	X			
Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?		S 🗵			
3.	Is it consistent with air quality mitigation measures for transportation- related vehicl emissions?	e 🗵			
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X			
Add	Additional Comments:				
I cei	I certify that the information contained in this checklist is true.				
T	homas E. Wheeler, P.E. Director of Public Works		6/27	419	
	Name (Print) Title Sign	ature	D	ate '	



Juriso	liction:	City of Los Alamitos				
		CMP Monitoring Checklist: Le	evel of Service			
СМР (Checklist			YES	NO	N/A
1.	Check "Yes" if eit	ther of the following apply:		×		
	There a	re no CMP intersections in your jurisdiction.				
	Factorin jurisdict better.	ng out statutorily-exempt activities ¹ , all CMP inter- ion are operating at LOS E (or the baseline level,	sections within your , if worse than E) or			
	NOTE:	ONLY THOSE AGENCIES THAT CHECKED "NO ANSWER THE REMAINING QU		1 NEED T	О	
2.	If any, please list	those intersections that are not operating at the	CMP LOS standards.			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?					
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?					
Additio	onal Comments:					
		tion contained in this checklist is true.	Falent Tun	Surl	/	
Fai	rhad Iranitalab Name (Print)		Signature	0	-	28/19 Date

¹The 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.



Jurisdiction:	City of Los Alamitos	

	CMP Monitoring Checklist: Deficiency Plans			
CMI	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	 There are no CMP intersections in your jurisdiction. 			
	 Factoring out statutorily-exempt activities², all 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	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found to not meet the CMP LOS standards.			
	•			
	•			
	•			
3.	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	N 3 NEE	D 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?			
	 Do the improvements, programs, or actions meet the criteria established by 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.



Jurisdiction:	City of Los Alamitos

CMP Monitoring Checklist: Deficiency Plans (cont.)							
СМР	Checklist			YES	NO	N/A	
6.	Are the capital improvements seven-year CMP CIP?	identified in the deficiency plan prog	rammed in your			X	
7.	Does the deficiency plan inclu implementation?	de a monitoring program that will en	sure its			X	
8.	Does the deficiency plan inclu proceed pending correction of	de a process to allow some level of d the deficiency?	evelopment to			X	
9.	Has necessary inter-jurisdictio	nal coordination occurred?				X	
10.	Please describe any innovative	e programs, if any, included in the de	ficiency plan:				
Addi	tional Comments:						
I certify that the information contained in this checklist is true.							
Farhad Iranitalab		City Traffic Engineer	Falens Turbonet		05/2	05/28/19	
Name (Print)		Title	Signature			Date	



Congestion Management Program (CMP)

Jurisdiction:	City of Los Alamitos

	CMP Monitoring Checklist: Land Use Coordinati	on					
СМР	Checklist	YES	NO	N/A			
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X					
	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?			test.			
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). 						
	Were mitigation measures and costs identified for each and included in your seven-year CIP?		<u> </u>	0			
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			0			
5.	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)?						
Add	tional Comments:						
I ce	tify that the information contained in this checklist is true.		/				
Farhad Iranitalab City Traffic Engineer Falent Lucture 0			05/2	28/19			
Name (Print) Title Signature			D	ate			

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.



Jur	isdiction:	City of Los Alamitos					
	СМ	P Monitoring Checklist: Capi	tal Improvement Pro	gram		1 21	
CMI	P Checklist			YES	NO	N/A	
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?			X		0	
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?		X				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?			X			
4.	Was the Web Sm	art CIP provided by the OCTA used to prep	are the CMP CIP?	X			
Add	litional Comments:					4,	
	•	nation contained in this checklist is true.	er Falen Juni	(mr)	0.E.//	20/40	
Farhad Iranitalab Name (Print)			Signature			05/28/19 Date	



Jurisdiction:	MISSION VIEJO

CMP Monitoring Checklist: Level of Service (LOS)							
CMP (Checklist	YES	NO	N/A			
1.	Check "Yes" if either of the following apply:	Ø					
	There are no CMP intersections in your jurisdiction.						
	 Factoring out statutorily-exempt activities¹, all CMP 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 that are not operating at the CMP LOS standards.			Ø			
	• 2						
	•						
	• 7						
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			Ø			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			Ø			
Additio	onal Comments:						

¹The 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.



CMP Monitoring Checklist: Deficiency Plans						
СМ	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	Ø				
	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 QUESTIO	N 1 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		Ø		
	•					
	•					
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?			Ø		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D 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?					
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)					
СМР	Checklist	YES	NO	N/A	
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			Ø	
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			Ø	
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			Ø	
9.	Has necessary inter-jurisdictional coordination occurred?			Ø	
10.	Please describe any innovative programs, if any, included in the deficiency plan:			Ø	
Addi	tional Comments:				



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMF	Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Ø		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			Ø
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		Ø	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	го	
3.	If so, how many?		8	
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction). •	standards	(indicate	
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			
	 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)?			
Add	itional 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.



	CMP Monitoring	Checklist: Capital Imp	rovement Progi	ram (CI	P)	
CMI	P Checklist			YES	NO	N/A
1.	Did you submit a seven-year CIP	to OCTA by June 30?		Ø		
2.		maintain or improve the performa fety, maintenance, and rehabilitat		Ø		
3.	Is it consistent with air quality memissions?	itigation measures for transportati	ion- related vehicle			Ø
4.	Was the Web Smart CIP provide	d by the OCTA used to prepare the	e CIP?	Ø		
Add	litional Comments:					
I ce	ertify that the information containe	d in this checklist is true.	11/11	/		
						ء د سرو
-	Mark Chagnon Name (Print)	Public Works Director Title	Signature		6-	25 - 19 Date



Juris	diction:	City of Newport Beach				
		CMP Monitoring Checklist: Le	evel of Service (LO	S)		
СМР	Checklist			YES	NO	N/A
1.	Check "Yes" if ei	ther of the following apply:		×		
	There a	re no CMP intersections in your jurisdiction.				
		g out statutorily-exempt activities ¹ , all CMP ion are operating at LOS E (or the baseline				
	NOTE:	ONLY THOSE AGENCIES THAT CHECKE ANSWER THE REMAINING	-	1 NEED 1	ГО	
2.	If any, please lis	those intersections that are not operating a	at the CMP LOS standards.			×
3.	implemented in	tersections, if any, be improved by mit the next 18 months or improvements progra ng program (i.e. local jurisdiction CIP, Meas	ammed in the first year of			X
		nas a deficiency plan been developed for eac ng below the CMP LOS standards?	ch intersection that will be			×
Addit	ional Comments:					-

¹The 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.



CMP Monitoring Checklist: Deficiency Plans					
CMI	P 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	N 1 NEE	о то		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard • •	S.		×	
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?			风	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 3 NEE	р то		
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?			×	
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			×
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			ÖΧ,
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			×
9.	Has necessary inter-jurisdictional coordination occurred?			×
10.	Please describe any innovative programs, if any, included in the deficiency plan:			*
Addi	tional Comments:			



	CMP Monitoring Checklist: Land Use Coordinati	on		
СМР	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?			X
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		×	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED 1	го	
3.	If so, how many?			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction).	standards	(indicate	×
	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? 			(X)
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)?			×
Add	itional 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.



	CMP Monitoring Checklist: Capital Improvement Progr	ram (C	(P)	
CMF	P Checklist	YES	NO	N/A
1.	Did you submit a seven-year CIP to OCTA by June 30?	×		
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	ïX		
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	M		
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	×		
Add	itional Comments:			
I ce	ertify that the information contained in this checklist is true.			
9.	Name (Print) CITY TRAFFIC ENG. Title Signature	~~	6-13	-19 Date
	ANTONY BRINE	***************************************		



Jurisd	iction: City of Orange			
	CMP Monitoring Checklist: Level of Service (LO	S)		
CMP C	hecklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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 T	O	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	nal Comments:			

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans					
CMI	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	X			
	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 QUESTIO	N 1 NEE	р то		
ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.			
	•				
	•				
	•				
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 QUESTIO	N 3 NEE	D 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? :			2-1	
	a. Include an analysis of the causes of the deficiency?				
	 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?				
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination				
СМР	Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X		
	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		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED	го	
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). • •				
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 			
	 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)?			
Add	itional 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
СМР	Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	X				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?		X			
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X				
Addi	itional Comments:					
I ce	I certify that the information contained in this checklist is true.					
D	Douglas Keys Transportation Analyst Pavgla 19 06/06/19					
	Name (Print) Title Signature			ate		



	CMP Monitoring Checklist: Level of Service (LO	S) YES		
Check "Yes"		YFS		
		120	NO	N/A
	if either of the following apply:			
• The	ere are no CMP intersections in your jurisdiction.			
juri				
NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	1 NEED T	О	. 1
If any, pleas	e list those intersections that are not operating at the CMP LOS standards.			0
•				
• _				
• ,				
implemented	d in the next 18 months or improvements programmed in the first year of		0	0
a. If n	ot, has a deficiency plan been developed for each intersection that will be erating below the CMP LOS standards?			
onal Comment	s:			
		74		
	If any, please Will deficient implemented any recent further open.	jurisdiction are operating at LOS E (or the baseline level, if worse than É) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION: ANSWER THE REMAINING QUESTIONS. If any, please list those intersections that are not operating at the CMP LOS standards. Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?	jurisdiction are operating at LOS E (or the baseline level, if worse than É) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED T ANSWER THE REMAINING QUESTIONS. If any, please list those intersections that are not operating at the CMP LOS standards. Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)? a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	jurisdiction are operating at LOS E (or the baseline level, if worse than É) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS. If any, please list those intersections that are not operating at the CMP LOS standards. Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)? a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans				
СМ	P 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 QUESTIC	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	• :			
	• ,			
	⊕			
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	N 3 NEE	р то	
	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?		0	
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 	0		

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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?		0	
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:	es Sec		2
Addi	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination					
СМР	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 : ANSWER THE REMAINING QUESTIONS.	2 NEED 7	О		
3.	If so, how many?				
	•			1	
	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)?				
Add	itional 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)						
СМР	Checklist	YES	NO	N/A			
1.	Did you submit a seven-year CIP to OCTA by June 30?						
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?						
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?						
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?						
Add	itional Comments:						
11.00							
I ce	rtify that the information contained in this checklist is true. Color Col		6	Date			



Jurisdiction:	City of Rancho Santa Margarita

	CMP Monitoring Checklist: Level of Service (LC	S)		
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 activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or 	X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	го	J.
2.	If any, please list those intersections that are not operating at the CMP LOS standards. •			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?		П	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Addit	ional Comments:			

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans			
CM	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	×		
1	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	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard • •	ds.		
	• -			
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 ANSWER THE REMAINING QUESTIONS.	N 3 NEE	р то	
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	0		
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?	0		
	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?			П
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?		0	

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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	0		
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
Addi	tional Comments:			



pre	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	YES	NO □	N/A
2. Did		п	10701	
2. Did	Tot Tot and approve			×
	d any development projects require a CMP TIA during this CMP cycle? ³		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED T	О	
3. If s	so, how many?			
	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (i whether any are outside of your jurisdiction).			
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 	П		0
con	a local traffic model was/will be used, did you follow the data and modeling nsistency requirements as described in the CMP Preparation Manual (available online http://www.octa.net/pdf/cmpprepmanual.pdf)?			
Additiona	al 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CM	P Checklist		Healing Living	YES	NO	N/A
1.	Did you submit a seven-yea	r CIP to OCTA by June 30?		×		
2.		ts to maintain or improve the perform		×		
3.	Is it consistent with air qual emissions?	ity mitigation measures for transport	ation- related vehicle	×	0	
4.	Was the Web Smart CIP pro	ovided by the OCTA used to prepare	the CIP?	[2]		
	rtify that the information cont Brendan Dugan, P.E.	ained in this checklist is true. Director. of Public Works/ City Engineer	155		6-2	1-19
	Name (Print)	Title	Signature			ate



Congestion Management Program (CMP)

Juris	diction: City of San Clemente			
	CMP Monitoring Checklist: Level of Service (LC)S)	- W	
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 activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	ΓΟ	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • •			X
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			X
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			X
Additio	onal Comments:			Average No. 1103 No. 1103

¹The 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.



CMP Monitoring Checklist: Deficiency Plans						
СМ	P 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. 	x				
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 standard	ds.	·	х		
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?			X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS.	N 3 NEE	D TO			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			X		
5.	Does the deficiency plan fulfill the following statutory requirements? :					
	a. Include an analysis of the causes of the deficiency?			X		
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			X		
	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?			X		
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 			X		

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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			X
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			X
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			X
9.	Has necessary inter-jurisdictional coordination occurred?			X
10.	Please describe any innovative programs, if any, included in the deficiency plan:			X
Addi	tional Comments:			



CMP Monitoring Checklist: Land Use Coordination						
СМР	^o Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X				
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X		
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X			
	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).					
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 			X		
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			X		
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)?		D	X		
Addi	tional 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)									
CMF	^o Checklist	YES	NO	N/A					
1.	Did you submit a seven-year CIP to OCTA by June 30?	X							
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X							
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X							
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X							
Additional Comments:									
I cei	tify that the information contained in this checklist is true.								
		1/	. 1	1					
	arra Koger Senior Civil Engineer	Koger	6/1	7/19					
	Name (Print) Title Signatu	ire 💆		ate					



De l	CMP Monitoring Checklist: Level of Service (LO	13)		
CMP	Checklist	YES	NO	N/A
18	Check "Yes" if either of the following apply:	×		
	There are no CMP intersections in your jurisdiction.			WE.
	 Factoring out statutorily-exempt activities¹, all CMP 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 : ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			X
3,	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			X
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			×
	ional Comments:			1

¹The 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.



CMP Monitoring Checklist: Deficiency Plans								
СМ	IP Checklist	YES	NO	N/A				
1.	Check "Yes" if either of the following apply:	X						
	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 standar	ds.		X				
	•							
	•							
	•							
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?			X				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 3 NEE	D TO					
	ANSWER THE REMAINING QUESTIONS.							
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	×	0					
5.	Does the deficiency plan fulfill the following statutory requirements? :							
	a. Include an analysis of the causes of the deficiency?			X				
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			X				
	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?		0	×				
	 Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 			X				

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.



	CMP Monitoring Checklist: Deficiency Plans (cor	nt.)		and a
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			×
7	Does the deficiency plan include a monitoring program that will ensure its implementation?			×
8. Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?				X
9.	Has necessary inter-jurisdictional coordination occurred?			×
10.	Please describe any innovative programs, if any, included in the deficiency plan:			X
Addi	tional Comments:			



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMF	P Checklist	YES	NO	N/A
1,	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	×		
9	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 : ANSWER THE REMAINING QUESTIONS.	2 NEED 1	ro	
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). •			
	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)?			×
Addi	tional 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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CMF	P Checklist	YES	NO	N/A			
1.	Did you submit a seven-year CIP to OCTA by June 30?	X					
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	×	D				
3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?		×					
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X					
Add	itional Comments:	1201		7,15			
I cer	I certify that the information contained in this checklist is true.						
Jo	pe Parco City Engineer	and	G/10	19			
	Name (Print) Title Signature		D	ate			



	diction: City of Santa Ana			Service Control
	CMP Monitoring Checklist: Level of Service (LC)S)		
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 activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			X
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			X
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			X
Addit	ional Comments:			
				<u></u>

¹The 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.



	CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	X				
	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 standard	ds.		X		
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?			X		
11 (14) 12 (14) 13 (14) 14 (14)	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS. ANSWER THE REMAINING QUESTIONS.	N 3 NEE	D TO			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			X		
5.	Does the deficiency plan fulfill the following statutory requirements? :					
	a. Include an analysis of the causes of the deficiency?			X		
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			X		
	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?			X		
	 i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? 			X		

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.



	CMP Monitoring Checklist: Deficiency Plans (cor	it.)		
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			X
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			X
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			X
9.	Has necessary inter-jurisdictional coordination occurred?			X
10. Please describe any innovative programs, if any, included in the deficiency plan:				
Addit	tional Comments:			



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMF	P Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	то	
3.	If so, how many?			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction).	standards	; (indicate	X
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 			\boxtimes
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			X
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)?			X
Addi	itional 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)							
СМР	Checklist			YES	NO	N/A	
1.	Did you submit a seven-year CIP to	OCTA by June 30?		X			
2.	Does the CIP include projects to mai (including capacity expansion, safety			X			
3.	Is it consistent with air quality mitiga emissions?	ation measures for transportation	on- related vehicle	X			
4.	Was the Web Smart CIP provided by	the OCTA used to prepare the	CIP?				
Addi	tional Comments:						
I cei	I certify that the information contained in this checklist is true.						
		Transportation/Development Manager			6/2	119	
	Name (Print)	Title	Signature		/ p	áte	



Jurisdiction:	City of Seal Beach	
	CMP Monitoring Checklist: Level of Service (LOS)	

	CMP Monitoring Checklist: Level of Service (LOS)				
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 activities¹, all CMP 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 7	О		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections that are not operating at the CMP LOS standards.				
	•				
	•				
	•				
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?				
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?				
Additio	nal Comments:				

¹The 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.



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	X			
	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	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standar	ds.			
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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	N 3 NEE	D 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?		1427	0	
	 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.



	CMP Monitoring Checklist: Deficiency Plans (cont.)					
CMP	Checklist	YES	NO	N/A		
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			0		
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?					
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?					
9.	Has necessary inter-jurisdictional coordination occurred?					
10.	Please describe any innovative programs, if any, included in the deficiency plan:					
Addi	tional Comments:					
	Additional Comments:					



	CMP Monitoring Checklist: Land Use Coordinati	on	*!=! ;*	
CMF	Checklist	YES	NO	N/A
1,8	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	×	0	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			0
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		×	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	го	
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).			
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 		0	
	 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)?			
Addi	tional Comments:			4.

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.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)					
СМР	P Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	×				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X	0			
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	X				
Addi	itional Comments:	Y				
I cer	I certify that the information contained in this checklist is true.					
Da -	Associate Engineer Name (Print) Title Signature		61	3/19		
	Name (Print) Title Signature	- 7:0		ate		



	CMP Monitoring Checklist Level of Service (LO)\$))	100	
CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	Æ		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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 ANSWER THE REMAINING QUESTIONS.	1 NEED	r o	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.		<u> </u>	
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3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
3.	Implemented in the next 18 months or improvements programmed in the first year of t			
T Mary and	a. If not, has a deficiency plan been developed for each intersection that will			
I Version	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
To de gran	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
To de gran	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			

¹The 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-rall passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rall passenger station.



	CMP Monitoring Checklist; Deficiency Plans			
СМ	IP Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	Æ		
	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 standa	rds.		
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 QUESTIONS.	DN 3 NEE	D TO	
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?:	<u> </u>		
	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?	П		
	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?			
	 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.



	CMP Monitoring Checklist: Deficiency Plans (cor			
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	П		
8,	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?		П	
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	tional Comments:			



	CMP Monitoring Checklist: Land: Use Coordinat	on!			
CM	Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Æ			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			E	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		131		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	ro		
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).				
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 				
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			D	
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)?	П			
Addi	tional Comments:			7	

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.



APPENDIX C
Congestion Management Program (CMP)

	CMP: Monitoring Checklists Capital Improvement Progr	am (©	IP)	
CMP	Checklist	YES	NO	N/A
1.	Did you submit a seven-year CIP to OCTA by June 30?	Æ		
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	₩		
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	æ		
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	4		
, naui	tional Comments:			
I cer	tify that the information contained in this checklist is true. All an Right P.W. Director Name (Print) Signature		<u> 6(3(</u>	(<u>°</u>)



Jurisdiction:

City of Tustin

any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?

operating below the CMP LOS standards?

If not, has a deficiency plan been developed for each intersection that will be

APPENDIX C

Congestion Management Program (CMP)

CMP Monitoring Checklist: Level of Service (LOS)					
CMP (CMP Checklist			N/A	
1.	Check "Yes" if either of the following apply:				
	There are no CMP intersections in your jurisdiction.				
	 Factoring out statutorily-exempt activities¹, all CMP 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 7	го		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections that are not operating at the CMP LOS standards.				
	•				
	•				
	•				
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of				

Additional Comments:

¹The 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.



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans					
СМ	P 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	N 1 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.				
	•					
	•					
	•					
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	N 3 NEE	D 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?					
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination					
СМР	P 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 : ANSWER THE REMAINING QUESTIONS.	2 NEED	го		
3.	If so, how many?				
4.	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).				
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 				
	 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)							
CMF	Checklist	YES	NO	N/A			
1.	Did you submit a seven-year CIP to OCTA by June 30?						
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?						
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?						
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?						
Add	itional Comments:						
I ce	I certify that the information contained in this checklist is true.						
Krys Saldivar Public Works Manager KSaldwar Name (Print) Title Signature		617/19 Date					



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Level of Service (LO	S)		
CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	#		100
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP 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 ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • •			
	•		,	
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?	0		
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Addit	ional Comments:			

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans					
CM	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply: • There are no CMP intersections in your jurisdiction.	4			
	 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 QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.		v - ,	1000	
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.			
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 QUESTIO	N 3 NEE	D 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?	0			
	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?	0		0	
	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.



	CMP Monitoring Checklist: Deficiency Plans (co	nt.)		
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?	0	<u>.</u>	*
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			4
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			4
9.	Has necessary inter-jurisdictional coordination occurred?	#		
10.	Please describe any innovative programs, if any, included in the deficiency plan:			4
Addi	tional Comments:		3/	



CMP Monitoring Checklist: Land Use Coordination					
CMP	P Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	A		W C	
	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	0	Æ	100	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED	го		
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).				
į	Were mitigation measures and costs identified for each and included in your seven-year CIP?				
	 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	4		0	
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?			¥	
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	₩			
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	4		0	
Addi	itional Comments:		W N		
I certify that the information contained in this checklist is true.					
M. AKRAM HINDIYEH Name (Print) CITY ENGINEER Title Signature				1/20 ate	



	CMP Monitoring Checklist: Level of Service (LC	(2(
CMP	Checklist 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 activities ¹ , all CMP intersections within your	X		
100	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: ANSWER THE REMAINING QUESTIONS.	1 NEED 1	ro Maria	345
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	onal Comments:			
There Grove by Cali	are three CMP intersections within Westminster located at Beach Boulevard/Bolsa Avenue Boulevard, and SR-22 Eastbound Ramps/Beach Boulevard. However, said intersections at trans.	e, Bolsa C are all ow	hica Road ned and c	/Garden

¹The 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.



CMP Monitoring Checklist: Deficiency Plans						
CMI	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	X				
	 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 standard	ls.				
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 QUESTIO	N 3 NEE	D 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.



	CMP Monitoring Checklist: Deficiency Plans (co	nt.)		
CMF	P Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
Addit	ional Comments:			
GIOVE	are three CMP intersections within Westminster located at Beach Boulevard/Bolsa Avenue Boulevard, and SR-22 Eastbound Ramps/Beach Boulevard. However, said intersections a Itrans.	, Bolsa Chio	a Road/G	arden rated



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMF	P Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X		
	 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		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	ГО	
3.	If so, how many?			
4.	indicate CMP LOS standards (indicate			
	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)?			
Add	litional Comments:			
Gro	ere are three CMP intersections within Westminster located at Beach Boulevard/Bolsa Avenue ave Boulevard, and SR-22 Eastbound Ramps/Beach Boulevard. However, said intersections a Caltrans.	e, Bolsa C are all ow	hica Road/ ned and op	Garden perated

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.



	CMP Monitoring	g Checklist: Capital In	nprovement Proc	ıram (C	[P)	
CMI	P Checklist			YES		N/A
1.	Did you submit a seven-year CI	P to OCTA by June 30?		X		
2.	Does the CIP include projects to (including capacity expansion, s	maintain or improve the perfor afety, maintenance, and rehabil	mance of the CMPHS tation)?			X
3.	Is it consistent with air quality n emissions?	nitigation measures for transpor	ration- related vehicle	X		
4.	Was the Web Smart CIP provide	d by the OCTA used to prepare	the CIP?	X		
Add	tional Comments:					
	,					
I cert	ify that the information contained	in this checklist is true.	11/	1)
MA	ARWAN N. YOUSSEF, Ph.D, PE	PW Director/ City Engineer	W ambu	MASS	61	75/1
	Name (Print)	Title	Signature		Da	te



Congestion Management Program (CMP)

Juriso	liction: City of Yorba Linda				
	CMP Monitoring Checklist: Level of Service (LO	S)			
CMP (Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	Ø		A TOTAL ST	
	There are no CMP intersections in your jurisdiction.				
	 Factoring out statutorily-exempt activities¹, all CMP 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 that are not operating at the CMP LOS standards. •				
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?				
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?				
Additio	onal Comments:	3-11	w v '2)		
	kt				

¹The 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.



CMP Monitoring Checklist: Deficiency Plans						
CMI	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	ď				
	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. 		ř			
T	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.				
	•					
	•					
	• :			2		
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?					
8	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.	5 - T				
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?					
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)					
Checklist	YES	NO	N/A		
Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?					
Does the deficiency plan include a monitoring program that will ensure its implementation?					
Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?					
Has necessary inter-jurisdictional coordination occurred?					
Please describe any innovative programs, if any, included in the deficiency plan:					
tional Comments:					
	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred? Please describe any innovative programs, if any, included in the deficiency plan:	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred?	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP? Does the deficiency plan include a monitoring program that will ensure its implementation? Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency? Has necessary inter-jurisdictional coordination occurred? Please describe any innovative programs, if any, included in the deficiency plan:		



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	го		
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		<u> </u>		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction).	standards	(indicate		
	 a. Were mitigation measures and costs identified for each and included in your seven-year CIP? 		.		
	 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.



.Th	CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CMF	P Checklist	YES	NO	N/A			
1,	Did you submit a seven-year CIP to OCTA by June 30?	a	21) 24)				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?			13			
3.	3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?			Ō			
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?						
Add	litional Comments:						
I ce	I certify that the information contained in this checklist is true.						
7 1	Rick Yee Assist City Engheur Date Cally Engheur Date						



Jurisdiction:	County of Orange
---------------	------------------

CMP Monitoring Checklist: Level of Service (LOS)						
CMP C	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 activities¹, all CMP 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 T	О			
	ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections that are not operating at the CMP LOS standards.					
	•					
	•					
	•					
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?					
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?					
Additio	nal Comments:					

¹The 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.



Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans							
СМ	CMP Checklist YES NO N						
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	N 1 NEE	D TO				
	ANSWER THE REMAINING QUESTIONS.						
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.					
	•						
	•						
	•						
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	N 3 NEE	D 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?						
	 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.



CMP Monitoring Checklist: Deficiency Plans (cont.)						
CMP	Checklist	YES	NO	N/A		
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?					
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?					
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?					
9.	Has necessary inter-jurisdictional coordination occurred?					
10.	Please describe any innovative programs, if any, included in the deficiency plan:					
Addi	tional Comments:					



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination							
CMP Checklist YES NO N							
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Ø					
	 a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval? 			Ø			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		Ø				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED	го				
3.	If so, how many?						
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction).	standards	(indicate				
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 						
	 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)?						
Addi	itional 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.



CMP Monitoring Checklist: Capital Improvement Program (CIP)						
СМР	Checklist	YES	NO	N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	4				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?					
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	₽				
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CIP?	4				
Add	itional Comments:					
I cei	rtify that the information contained in this checklist is true.					
_	Name (Print) Programming Manager Title Signature		6/1	3/19 ate		



FY 2019-20 Mitigation Fee Program Review Summary

FY2019/2020 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Aliso Viejo	Adopted		Fee schedule provided	Development Agreements	Brief summary provided	Meets requirement
Anaheim	Adopted		Fee schedule provided			Meets requirement
Brea	Adopted					Meets requirement
Buena Park	Adopted		Fee schedule provided			Meets requirement
Costa Mesa	Adopted		Fee schedule provided	Resolution provided		Meets requirement
County of Orange ¹	Adopted		Fee schedule provided			Contingent
Cypress	Adopted		Fee schedule provided	Resolution provided		Meets requirement
Dana Point	Adopted					Meets requirement
Fountain Valley	Adopted			Council policy provided		Meets requirement
Fullerton	Adopted		Fee schedule provided	Policy and Reso		Meets requirement
Garden Grove	Adopted		Fee schedule provided			Meets requirement
Huntington Beach	Adopted	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Irvine	Adopted		Fee schedule provided	Municipal Code provided		Meets requirement
La Habra	Adopted		Fee schedule provided	Ordinance provided		Meets requirement
La Palma	Adopted					Meets requirement
Laguna Beach	Adopted				Municipal Code letter	Meets requirement
Laguna Hills	Adopted	Fee study provided		Municipal Code w/fee		Meets requirement
Laguna Niguel	Adopted		Fee schedule provided			Meets requirement
Laguna Woods	Adopted		Fee schedule provided			Meets requirement
Lake Forest	Adopted			Ordinance w/Fee		Meets requirement
Los Alamitos	Adopted		Fee schedule provided			Meets requirement
Mission Viejo	Adopted		Fee schedule provided			Meets requirement
Newport Beach	Adopted		Fee schedule provided			Meets requirement
Orange	Adopted		Fee schedule provided			Meets requirement

FY2019/2020 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Placentia	Adopted					Meets requirement
Rancho Santa Margarita	Adopted		Fee schedule provided	Resolution provided		Meets requirement
San Clemente	Adopted					Meets requirement
San Juan Capistrano	Adopted			Resolution provided		Meets requirement
Santa Ana	Adopted		Fee schedule provided			Meets requirement
Seal Beach	Adopted		Fee schedule provided			Meets requirement
Stanton	Adopted	Fee study provided		Ordinance provided		Meets requirement
Tustin	Adopted		Fee schedule provided			Meets requirement
Villa Park	Adopted				Municipal Code letter	Meets requirement
Westminster	Adopted	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Yorba Linda	Adopted					Meets requirement

I certify that the information contained in this table is an accurate representation of materials submitted to OCTA for the purposes of meeting Renewed Measure M eligibility requirements related to the Mitigation Fee Program. (Ordinance No. 3, Attachment B, Section III.A.2)

Paul Rodriguez, Principal Rodriguez Consulting Group

¹ County adopted Resolution and updated fees. Template language was modified. Revised conforming Resoution is in process.