



AGENDA

Measure M Taxpayer Oversight Committee - Annual Eligibility Review Subcommittee

Committee Members

Matt McGuinness, Chair *District 5*
Richie Kerwin Lim *District 1*
Alan Dubin *District 2*
Eugene Fields *District 3*
Stanley Counts *District 4*

Orange County Transportation Authority
550 South Main Street, Room 09
Orange, California
Tuesday, September 12, 2017 5:00 p.m.

Staff

Alice Rogan *Director, Marketing and
Public Outreach*
Archie Tan *Transportation Modeling
Analyst*
Harry Thomas *Project Manager*
Joseph Alcock *Section Manager, Long-
Range Planning and
Corridor Studies*
May Hout *Senior Transportation
Funding Analyst*
Sam Kaur *Section Manager, Measure
M Local Programs*
Sam Sharvini *Transportation Analyst,
Associate*
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) 560-5905, 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

Consent Calendar Items

All items on the Consent Calendar are to be approved in one motion unless an Annual Eligibility Review (AER) Subcommittee member requests separate action on a specific item.

1. Approval of March 29, 2017 AER Subcommittee Minutes



AGENDA

Measure M Taxpayer Oversight Committee - Annual Eligibility Review Subcommittee

Discussion Items

There are no discussion items.

Regular Items

2. Congestion Management Program (CMP) 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

Determine that all 35 local agencies' CMPs satisfy the Ordinance requirements to receive Measure M2 net revenues for fiscal year 2017-18.

3. Pavement Management Plan (PMP) Review – Harry Thomas

Overview

All local jurisdictions in Orange County are required to submit and adopt a PMP report biennially in order to remain eligible to receive M2 net revenues. The PMP 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 PMPs that will be reviewed as part of the FY 2017-18 M2 eligibility cycle. The remaining 21 local agencies were reviewed by the TOC last year and will be due in the next cycle.

Recommendation

Determine that all 14 local agencies' PMPs satisfy Ordinance requirements to receive Measure M2 net revenues for fiscal year 2017-18.

4. Local Signal Synchronization Plan (LSSP) Review – Archie Tan

Overview

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



AGENDA

Measure M Taxpayer Oversight Committee - Annual Eligibility Review Subcommittee

Recommendation

Determine that 35 local agencies' LSSPs satisfy Ordinance requirements to receive Measure M2 net revenues for fiscal year 2017-18.

5. Mitigation Fee Program Review – 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

Determine that the 35 local agencies' mitigation fee programs satisfy Ordinance requirements to receive Measure M2 net revenues for fiscal year 2017-18.

6. Eligibility Review Next Steps – May Hout

- **Monday, September 25, 2017**

Committee members must complete the review forms and return signed forms to OCTA by Monday, September 25, 2017 or bring the completed forms to the TOC meeting on Tuesday, October 10, 2017. OCTA staff will prepare a staff report that includes the subcommittee recommendations to TOC on Tuesday, October 10, 2017.

- **Tuesday, October 10, 2017**

The eligibility findings will be presented at the TOC meeting on Tuesday, October 10, 2017.

- **Monday, December 4, 2017 and December 11, 2017**

The eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways (RP&H) Committee on Monday, December 4, 2017 and Board of Directors on December 11, 2017 for Fiscal Year 2017-18 eligibility determination.

7. Staff Comments

8. Public Comments

9. Adjournment

The next meeting of this subcommittee will be held in March 2018. The subcommittee will be reviewing the FY 2016-17 M2 Expenditure Reports.



AGENDA

Annual Eligibility Review Subcommittee

Item #1

Minutes



MINUTES

Measure M Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee March 29, 2017

Voting Members Present:

Matt McGuinness, Chair *District 5*
Stanley Counts *District 4*
Ronald Randolph *District 3*
Eugene Fields *District 3*
Alan Dubin *District 2*
Margie Drilling *District 2*
Richie Kerwin Lim *District 1*

Staff Present:

Sean Murdock
Nereida Villasenor
Lori Koh
Sam Kaur
May Hout

Call to Order and Self Introductions

The March 29, 2017 meeting of the Annual Eligibility Review subcommittee was called to order by the Chair, Matt McGuinness, at 5:32 p.m. at the Orange County Transportation Authority Headquarters, 550 South Main Street in Conference Room 103/104.

Consent Calendar Items

1. Approval of the October 20, 2016 AER Subcommittee Minutes.

A motion was made by Dr. Ronald Randolph, seconded by Alan Dubin, and declared passed by those present, to approve the Annual Eligibility Review subcommittee meeting minutes of October 20, 2016.

Discussion Items

There were no discussion items.

Regular Items

2. Review of Measure M2 (M2) Expenditure Reports for FY 2015-16 – Sean Murdock

Mr. Murdock provided an overview of the 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. The expenditure report accounts 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 explained that Finance Directors are required to sign the expenditure report attesting to the accuracy of the report. Each local agency must also take the expenditure report to City Council/Board for adoption.

Mr. Murdock went over the expenditure report template, expenditure reports for the 35 local agencies and previous audit findings. He also explained that local agencies have three years to expend Measure M2 funds and can request an extension.

Mr. Lim asked for clarification on audit agreed procedures. Mr. Murdock explained that OCTA Internal Audit determines the scope of work for their external auditors.

Mr. Randolph asked whether OCTA auditors and local agencies auditors communicate. Mr. Murdock explained that he is unaware of the protocol between auditors, however typically the auditors schedules differ.



MINUTES

Measure M Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee March 29, 2017

Mr. McGuinness inquired about eligible expenditures. Mr. Murdock explained that M2 programs include specific guidelines that outline eligible expenditures. Ms. Kaur explained that Cities are instructed to defer to Article 19 of the California Constitution implemented in the Gas Tax Guidelines for M2 Fairshare expenditure eligibility.

Ms. Drilling inquired about interest reported on the M2 expenditure report. Mr. Murdock explained that the interest reported is the interest earned on the money the local jurisdictions receive from OCTA and that interest must also be spent on eligible transportation-related costs.

Ms. Drilling asked how often local Fair Share funds are paid to local agencies and what is the frequency of validating these expenditures.

Mr. Murdock explained that local Fair Share funds are paid every two months and noted that in some cases there were negative beginning balances because some agencies will advance the project with their own local funds prior to receiving funds from OCTA.

Mr. Randolph inquired if Anaheim is the only City receiving ARTIC (Project T) funding. Mr. Murdock confirmed this was correct.

Ms. Drilling inquired about the Anaheim Loan from “Local Sources”. Mr. Murdock explained that OCTA owned the land, and that the loan payment is deducted from the city’s local Fair Share payment.

Mr. Randolph expressed concern over where funding was being spent for Cities, if administrative costs were necessary and valid.

Mr. Lim inquired about how Cities are taught to handle administrative costs during the workshops.

Ms. Kaur explained that the Ordinance does not define a limitation on administration costs for satisfying the Maintenance of Effort requirement. Ms. Kaur noted that 15% is the allowable amount for administration for competitive projects, and 30% allowable overhead.

Mr. Lim asked what TDA stood for. Mr. Murdock explained that it stands for Transportation Development Act funds, which fund a little more than half of the operating bus program.

Mr. McGuinness inquired if the OC street car would affect Garden Grove’s budget. Mr. Murdock explained that the streetcar was mostly in Santa Ana but the level of bus services will potentially change.

Ms. Drilling inquired about the Family Services reported on City of Irvine expenditure report as a foot note. Ms. Villasenor explained that local agencies may report non-Measure M funds under “Other” in order to tie to the local agency’s internal reports or financial records.

Mr. McGuinness inquired if replacing roadside vegetation is eligible to be paid for by transportation dollars as the project has no effect on traffic.

Ms. Kaur explained that according to the Gas Tax guidelines, any work done within the median is eligible to be classified as transportation projects. However, aesthetics would be ineligible for competitive projects.



Mr. McGuinness inquired about the penalty if a local agency is under the MOE benchmark.

Ms. Kaur explained that the 5 years penalty occurs when a local agency misuses funds. In the event that the local agency is under the MOE Benchmark, the local agency will be deemed ineligible until the local agency re-establishes their eligibility by meeting the MOE benchmark.

Mr. Lim noted that the MOE benchmark is adjusting soon.

Ms. Kaur stated that was correct and that staff had a report going to the OCTA Board the next month where the new MOE benchmark would be introduced. The benchmark is based on the Percentage change in the Caltrans' CCI for the last three calendar years, however cannot exceed the growth in general fund revenues over the same time period. The MOE benchmark is the growth in the General Fund Revenues or the Construction Cost Index generated by Caltrans, whichever is higher. The percentage taken is the number used by staff to determine the MOE benchmark.

Ms. Drilling inquired if local agencies can use local fair share on alleys. Ms. Kaur explained that local agencies cannot use local fair share on alleys unless the local agency has gone through a process to classify the alley as a public road.

Mr. McGuinness asked if projects which are under the County of Orange's expenditures are either located in unincorporated areas of Orange County or are projects which occur in areas operated by the County. Ms. Kaur explained that transportation projects which receive competitive grants are in unincorporated areas, whereas some water quality projects occur under contract with City agencies where the County has agreed to input improvements and management.

Mr. Lim asked if County of Orange receives local fair share funds. Mr. Murdock responded that they did.

Ms. Drilling asked under which category was the ineligible \$80k for the City of Yorba Linda. Mr. Murdock responded that the money was in the City's MOE but was not deemed eligible to be used as MOE funds.

Members of the Annual Eligibility Review subcommittee unanimously approved fiscal year 2015-16 expenditure reports and found all local jurisdictions eligible to receive Measure M2 net revenues for fiscal year 2016-17. The motion was made by Mr. Lim, seconded by Mr. Counts, and declared passed by those present.

Mr. Randolph raised concerns on the high ratio of administration costs that were also discussed at the Audit subcommittee. AER subcommittee members expressed concerns with higher administration costs as part of satisfying the MOE benchmark for five local agencies including the cities of Aliso Viejo, Newport Beach, Seal Beach, Stanton, and Westminster.

The AER subcommittee recommended that the TOC Audit Committee evaluate audit strategies for further review of administration costs as part of the MOE to ensure that the administration costs reported are transportation related for the cities of Aliso Viejo, Newport Beach, Seal Beach, Stanton and Westminster. The motion was made by Ms. Drilling, seconded by Mr. Guinness, and passed by all members except for Mr. Fields who abstained.

The AER subcommittee recommended that the Senior Mobility Program for the city of San Juan Capistrano be considered next year as the TOC Audit subcommittee selects which local agencies to audit. The motion was made by Mr. Guinness, seconded by Mr. Lim and declared passed by those present.



MINUTES

Measure M Taxpayer Oversight Committee – Annual Eligibility Review Subcommittee March 29, 2017

Mr. Fields raised concerns with the level of Maintenance of Effort expenditures reported by the city of Rancho Santa Margarita in order to satisfy the MOE benchmark.

The AER subcommittee directed Orange County Transportation Authority staff to communicate concerns to city of Rancho Santa Margarita regarding the Maintenance of Effort benchmark reported as actual expenditures. In the event that any MOE expenditures are deemed ineligible through a future audit, the city may jeopardize their eligibility status and risk being ineligible to receive Measure M2 funds since the expenditures would be below the required benchmark. This motion was made by Mr. Fields, seconded by Mr. Lim and declared passed by those present.

Mr. Dublin inquired about the status of the letters regarding the pavement management plan concerns raised by the AER subcommittee for the cities of Fullerton and Placentia during the last meeting.

Ms. Hout explained that letters have been drafted to City Managers of Fullerton and Placentia and will be included in the staff report that will be presented to the OCTA Board on April 10, 2017. Copies of the letters have been provided for reference and will be sent after OCTA Board approval.

Ms. Drilling asked about the communication process between Ms. Hout and the Cities when a concern was made. Ms. Hout replied that she sends an email and makes a phone call to the Agencies.

3. Eligibility Review Next Steps – May Hout

Ms. Hout asked the members to complete the review forms and return signed forms to OCTA by Monday, April 3, 2017 or bring the completed review forms to the TOC meeting on April 11, 2017. Ms. Hout also informed the subcommittee that OCTA staff will prepare a staff report that includes the AER subcommittee recommendations that will be presented to TOC on Tuesday, April 11, 2017. Ms. Hout stated that the expenditure report eligibility findings are scheduled to be presented to the OCTA Regional Planning & Highways (RP&H) Committee on Monday, May 1, 2017 and Board of Directors on May 8, 2017 for final Fiscal Year 2016-17 eligibility determination.

4. Public Comments

There were no members of the public present.

5. Adjournment

Meeting adjourned at 7:47 p.m. The next meeting of this subcommittee will be held in September 2017. The subcommittee will be reviewing four eligibility components for the Fiscal Year 2017-18 M2 Eligibility Cycle: Congestion Management Program, Local Signal Synchronization Plan, Mitigation Fee Program, and Pavement Management Plans. An orientation will be scheduled prior to the meeting to provide an overview of the eligibility requirements due during the FY 2017-18 M2 Eligibility cycle.



AGENDA

*Annual Eligibility Review Subcommittee
Presentation*

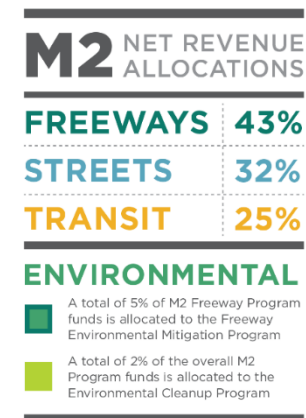
Annual Eligibility Review (AER) Subcommittee PowerPoint

ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE



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 funding on an annual basis.
- Agencies must meet 13 eligibility requirements to be eligible for M2 Net Revenues.
- TOC reviews 5 of the 13 eligibility requirements.
- AER Subcommittee has been designated by the TOC to review the 5 eligibility requirements.



AER SUBCOMMITTEE RESPONSIBILITIES

- Review the following 5 eligibility requirements:
 - Congestion Management Program (CMP)
 - Mitigation Fee Program
 - Expenditure Report
 - Local Traffic Signal Synchronization Plan (LSSP)
 - Pavement Management Plan (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 project funded with M2 Net Revenues
 - Timely Limit for Use of 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:
 1. Congestion Management Program (CMP) – September 2017
 2. Pavement Management Plan (PMP) – September 2017
 3. Mitigation Fee Program Updates – September 2017
 4. Local Signal Synchronization Plan – September 2017
 5. Expenditure Report – March 2018

*Meets: 1-2/Sept & 1-2/March (Expenditure Report)



CONGESTION MANAGEMENT PROGRAM (CMP)

Purpose & Need

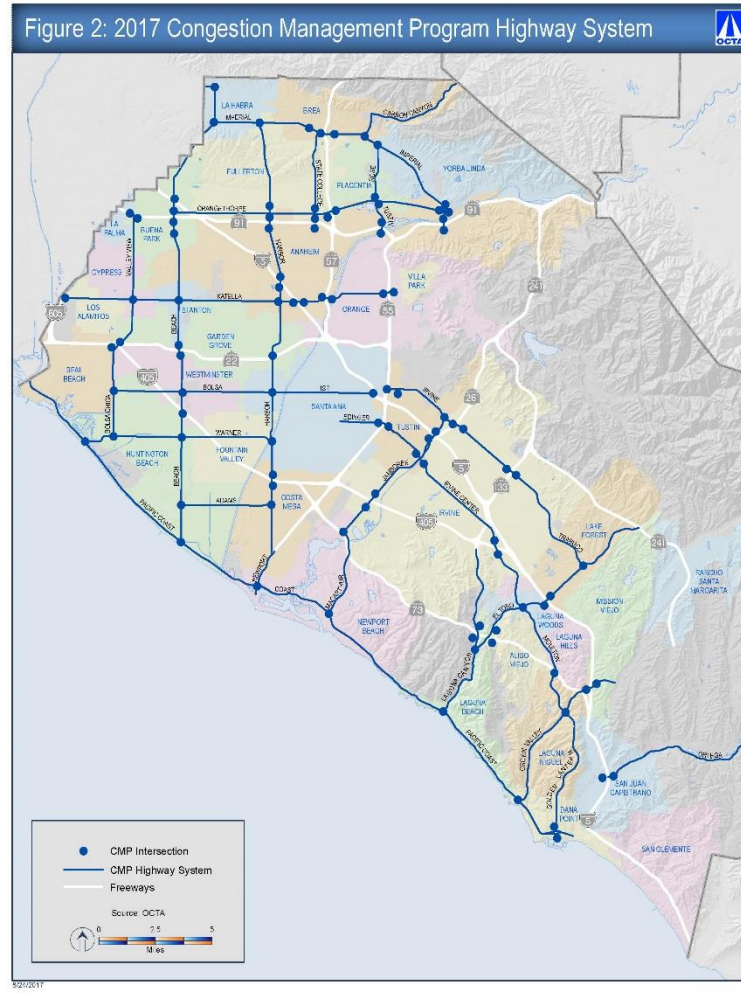
- M2 Eligibility Requirement: Comply with the conditions and requirements of the Orange County Congestion Management Program
- Required by State legislation (CA Gov. Code 65088-65089.10)
- Helps meet Federal requirements (§ 450.320)

OCTA ROLES & RESPONSIBILITIES

- Designated Congestion Management Agency
- Responsible for developing CMP report every two years
- Collect traffic counts to calculate changes in 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

2017 CONFORMANCE

- All 35 agencies are compliant with CMP requirements
- Deficiency plans were not required

2017 Congestion Management Program
Summary of Compliance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2017 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	Yes	Yes

*No CMP intersections within jurisdiction

PAVEMENT MANAGEMENT PLAN

ELIGIBILITY REQUIREMENT

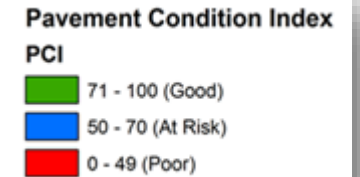
- Adopt and update biennially a PMP
- PMP includes:
 - Current status of pavement on roads
 - Seven-year maintenance and rehabilitation plan
 - Projected road pavement conditions
 - Alternative strategies and costs necessary to improve road pavement conditions

OCTA ROLES & RESPONSIBILITIES

- Verify the following:
 - 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: 3.1 Million
 - Third most populous
 - Second most dense
 - 35 local agencies
- Road Miles: 6,575*
- Statewide PCI: 65*
- OC PCI: 79*



*2016 California Statewide Local Streets and Roads Needs Assessment

PROGRAM OBJECTIVES

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



PAVEMENT CONDITION INDEX

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



INCENTIVES

- 10 percent local match reduction criteria for Regional Capacity Competitive Program
 - Improve network average PCI by one point, **AND**
 - No reduction in average PCI for MPAH or locals -
- **OR** -
 - Show average PCI within highest 20 percent countywide (PCI of 75 or higher)

INSPECTION FREQUENCY

- MPAH – every two years
- Local streets – every six years

QA/QC MODEL

- Model 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

2017 CONFORMANCE

2017 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	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Brea	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
County of Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Cypress	VG	VG	VG	F	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Dana Point	G	G	VG	VG	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Irvine	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
La Habra	VG	G	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Lake Forest	G	G	G	G	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Los Alamitos	F	G	F	P	VP	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Newport Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
San Clemente	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
San Juan Capistrano	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Stanton	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Tustin	VG	VG	VG	G	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y

Legend		
Pavement Quality	Abbreviation	PCI
Very Good	VG	85-100
Good	G	75-84
Fair	F	65-74
Poor	P	41-64
Very Poor	VP	0-40

Acronyms	
MMP	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

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

LOCAL SIGNAL SYNCHRONIZATION PLAN (LSSP)

ELIGIBILITY REQUIREMENT

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

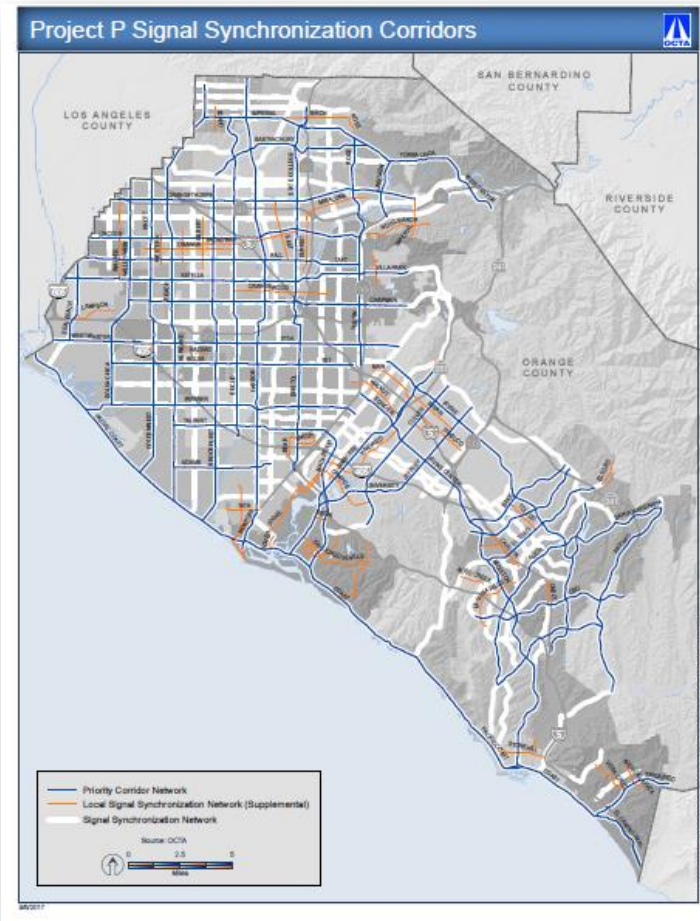
OCTA ROLES & RESPONSIBILITIES

- Verify the following:
 - Elements are included in the LSSP
 - Plan is submitted in a timely manner
 - Adoption of LSSP



PROJECT P SIGNAL SYNCHRONIZATION CORRIDORS

- Regional Traffic Signal Synchronization Network



LSSP

Required Elements

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

Program Monitoring

- Consistency Review Checklist
- Corridor Operational Performance Report

2017 CONFORMANCE

- All 35 agencies are compliant with LSSP Update requirements

2017/18 Measure M2 Eligibility
Local Signal Synchronization Plan Update Summary

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

MITIGATION FEE PROGRAM

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



2017 CONFORMANCE

2017 Measure M2 Eligibility
Mitigation Fee Program Compliance Summary

Agency	Study	Fee Schedule	Policy	Letter	Status Recommendation
Aliso Viejo		Fee schedule provided	Development Agreements	Brief summary provided	Meets requirement
Anaheim		Fee schedule provided			Meets requirement
Brea	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Buena Park		Fee schedule provided	Resolution provided		Meets requirement
Costa Mesa		Fee schedule provided	Resolution provided		Meets requirement
County of Orange		Fee schedule provided			Meets requirement
Cypress		Fee schedule provided	Resolution provided		Meets requirement
Dana Point			Resolution provided		Meets requirement
Fountain Valley			Council policy provided		Meets requirement
Fullerton		Fee schedule provided	Policy and Reso		Meets requirement
Garden Grove	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Huntington Beach	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Irvine		Fee schedule provided	Municipal Code provided		Meets requirement
La Habra		Fee schedule provided	Ordinance provided		Meets requirement
La Palma	Fee study provided		Resolution provided		Meets requirement
Laguna Beach				Municipal Code letter	Meets requirement
Laguna Hills	Fee study provided		Municipal Code w/fee		Meets requirement
Laguna Niguel		Fee schedule provided			Meets requirement
Laguna Woods		Fee schedule provided			Meets requirement
Lake Forest	Fee study provided		Ordinance w/fee		Meets requirement
Los Alamitos		Fee schedule provided	Program Provided		Meets requirement
Mission Viejo		Fee schedule provided			Meets requirement
Newport Beach		Fee schedule provided			Meets requirement
Orange		Fee schedule provided			Meets requirement
Placentia			Resolution provided		Meets requirement
Rancho Santa Margarita	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
San Clemente	Fee study provided		Resolution provided		Meets requirement
San Juan Capistrano		Fee schedule provided	Resolution provided		Meets requirement
Santa Ana		Fee schedule provided			Meets requirement
Seal Beach		Fee schedule provided			Meets requirement
Stanton	Fee study provided		Ordinance provided		Meets requirement
Tustin		Fee schedule provided			Meets requirement
Vista Park				Municipal Code letter	Meets requirement
Westminster	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Yorba Linda	Fee study provided		Resolution provided		Meets requirement



AGENDA

Annual Eligibility Review Subcommittee

Item #2

Congestion Management Program (CMP) Review

**2017 Congestion Management Program
Summary of Compliance**

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2017 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	Yes	Yes

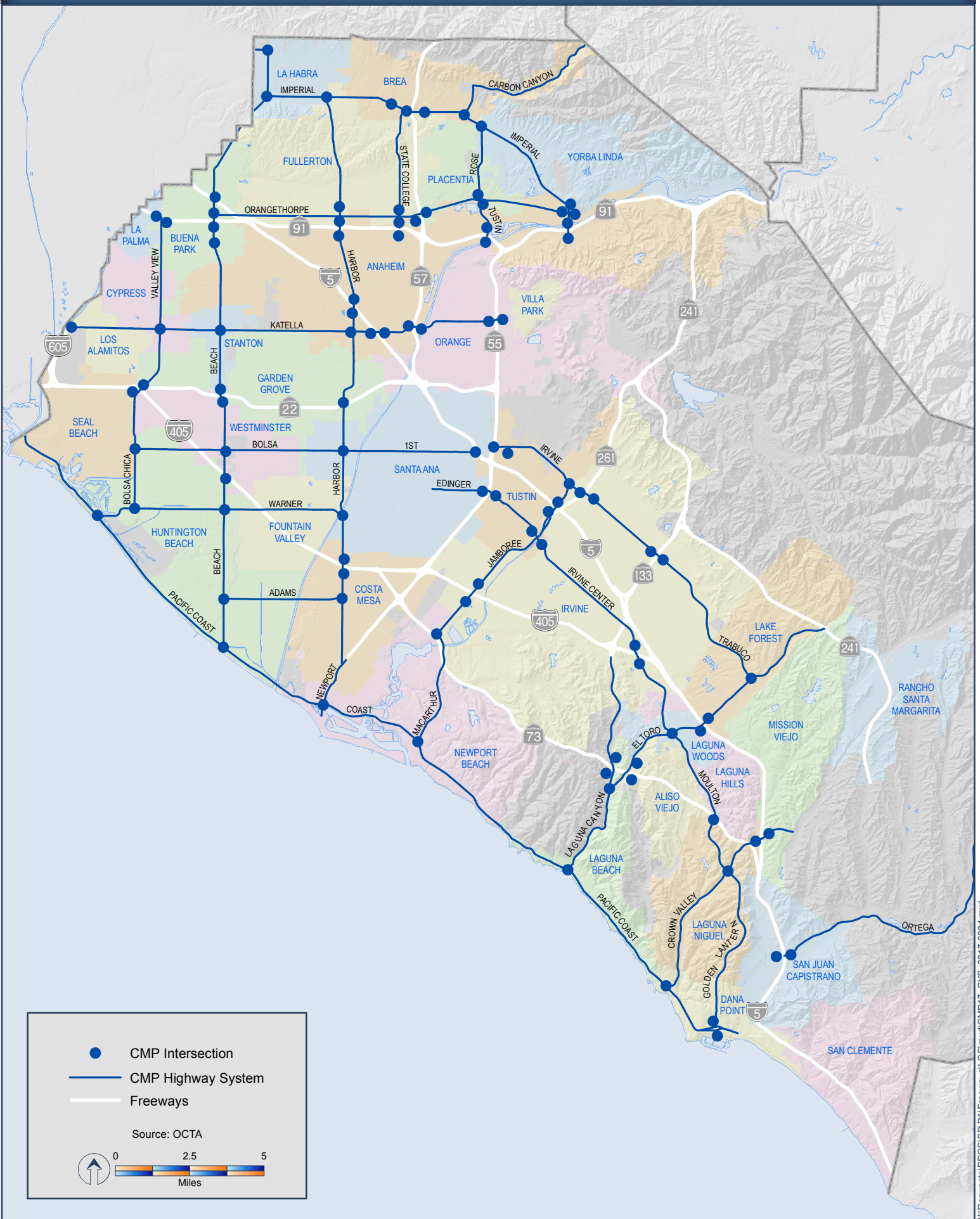
*No CMP intersections within jurisdiction

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

Figure 2: 2017 Congestion Management Program Highway System



W:\Requests\PD\CS\SP\PA\Freeways\LO\Sim\md\CMP17_SYS_2017-0824.mxd



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Aliso Viejo
----------------------	---------------------

CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>SHAUN PELLETIER</u> Name (Print)		<u>CITY ENGINEER</u> Title		 Signature	<u>6/26/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Aliso Viejo
----------------------	---------------------

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction:	City of Aliso Viejo
----------------------	----------------------------

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

SHAUN BELLETTIER

Name (Print)

CITY ENGINEER

Title

Signature

6/26/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Aliso Viejo
----------------------	----------------------------

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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).	<input type="checkbox"/>		
	<ul style="list-style-type: none"> • _____ • _____ • _____ 			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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/cmppremanual.pdf)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Shaun Pelletier

Name (Print)

Public Works Director/City Engineer

Title



Signature



Date

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)

Jurisdiction:	City of Aliso Viejo
----------------------	---------------------

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Shaun Pelletier

Name (Print)

Public Works Director/City Engineer

Title

Signature

4/24/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Anaheim

CMP Monitoring Checklist: Level of Service				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<ul style="list-style-type: none"> 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.			<input type="checkbox"/>
	<ul style="list-style-type: none"> _____ _____ _____ 			
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
Signature: _____				
Title: <u>Associate Transportation Planner</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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Anaheim
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMPLOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

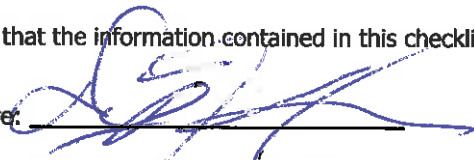
²The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination 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)

Jurisdiction:	City of Anaheim
----------------------	-----------------


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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>
Additional Comments:				
<p>I certify that the information contained in this checklist is true.</p> <p>Signature: </p> <p>Title: <u>Associate Transportation Planner</u></p>				



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Anaheim
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?	<u>9</u>		
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).	<input checked="" type="checkbox"/>		
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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/cmppremanual.pdf)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
Signature: 		Title: <u>Associate Transportation Planner</u>		

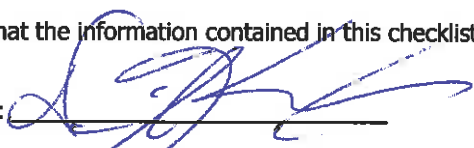
³Exemptions include: any development generating less than 2,400 daily trips, any development generating less than 1,600 daily trips (if it directly accesses a CMP highway), final tract and parcel maps, issuance of building permits, issuance of certificate of use and occupancy, and minor modifications 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)

Jurisdiction:	City of Anaheim
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CMP Monitoring Checklist: Capital Improvement Program				
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation-related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
Signature: 				
Title: <u>Associate Transportation Planner</u>				



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Brea
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 				<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Low Gluesing</u> Name (Print)		<u>City Traffic Engineer</u> Title		 Signature	<u>5/2/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Brea
----------------------	---------------------

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Jurisdiction:	City of Brea
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.


Lew Gluesing	City Traffic Engineer		5/2/17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Brea
----------------------	---------------------

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?			3
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).			<input checked="" type="checkbox"/>
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Lew Gluesing</u> Name (Print)		<u>City Traffic Engineer</u> Title		 Signature
				<u>5/2/17</u> Date

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)

Jurisdiction:	City of Brea
----------------------	---------------------

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Lew Gluesing

Name (Print)

City Traffic Engineer

Title

Signature

5/2/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Buena Park
----------------------	---------------------------

CMP Monitoring Checklist: Level of Service

CMP Checklist	YES	NO	N/A
1. Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--	--------------------------

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

David Jacobs, P.E, L.S. _____ Name (Print)	Director of Public Works _____ Title	 _____ Signature	6-15-17 _____ 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Buena Park
----------------------	---------------------------

CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 				<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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)


Jurisdiction: City of Buena Park

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

I certify that the information contained in this checklist is true.


David Jacobs, P.E., L.S. Director of Public Works  6-15-17
Name (Print) Title Signature Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Buena Park
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		2	
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).			<input checked="" type="checkbox"/>
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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/cmppremanual.pdf)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
David Jacobs, P.E., L.S.		Director of Public Works		
Name (Print)		Title		
				
		Signature		
				8/8/17
				Date

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)

Jurisdiction: Buena Park

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

David Jacobs, P.E., L.S.

Name (Print)

Director of Public Works

Title



Signature

6-15-17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Costa Mesa

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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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 agency CIP, CMP CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Raja Sethuraman	Public Services Director		6-29-17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Costa Mesa
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of Costa Mesa

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

I certify that the information contained in this checklist is true.

Raja Sethuraman
Name (Print)

Public Services Director
Title

Raja Sethuraman
Signature

6-29-17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Costa Mesa
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3.	If so, how many?	_____		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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/cmpprepremanual.pdf)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Raja Sethuraman

Name (Print)

Public Services Director

Title

Raja Sethuraman
Signature

6-29-17

Date

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)

Jurisdiction:	City of Costa Mesa
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CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Raja Sethuraman

Name (Print)

Public Services Director

Title

Raja Sethuraman
Signature

6-29-17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	County of Orange
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	✓	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Hany Ahmed</u> Name (Print)		<u>Interim Manager, OC Infrastructure Programs/Programming</u> Title		 Signature	<u>6/28/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

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

CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	✓	<input type="checkbox"/>		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

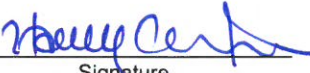
²The following activities are statutorily-exempt from deficiency determinations: interregional travel, traffic generated by the provision of low and very low income housing, construction rehabilitation or maintenance of facilities that impact the system, freeway ramp metering, traffic signal coordination 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)

Jurisdiction: County of Orange

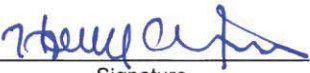
CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP Checklist		YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Hany Ahmed</u> Name (Print)		<u>Interim Manager, OC Infrastructure Programs/Programming</u> Title	<u></u> Signature	<u>6/28/17</u> Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	County of Orange
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).	<input type="checkbox"/>		
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Hany Ahmed</u> Name (Print)		Interim Manager, OC Infrastructure Programs/Programming Title		 Signature
				<u>6/28/17</u> Date

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)

Jurisdiction: County of Orange

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist	YES	NO	N/A
1. Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	✓	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	✓	<input type="checkbox"/>	<input type="checkbox"/>
3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	✓	<input type="checkbox"/>	<input type="checkbox"/>
4. Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	✓	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Hany Ahmed
Name (Print)

Interim Manager, OC Infrastructure Programs/Programming
Title

Hany Ahmed
Signature

6/28/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Cypress
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
Kamran Dadbeh _____ Name (Print)		City Engineer _____ Title		 _____ Signature	6-28-17 _____ 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Cypress
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CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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)

Jurisdiction: City of Cypress

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 CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Does the deficiency plan include a monitoring program that will ensure its implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Has necessary inter-jurisdictional coordination occurred?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Kamran Dadbeh	City Engineer	<i>Kamran Dadbeh</i>	6-28-17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Cypress
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?	_____ <u>1</u> _____		
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). • _____ • _____ • _____			<input checked="" type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Kamran Dadbeh</u>		<u>City Engineer</u>		<u>Kamran Dadbeh</u>
Name (Print)		Title		Signature
				<u>6-28-17</u>
				Date

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)

Jurisdiction: City of Cypress

CMP Monitoring Checklist: Capital Improvement Program				
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Kamran Dadbeh</u>	<u>City Engineer</u>	<u>Kamran Dadbeh</u>	<u>6-28-17</u>	
Name (Print)	Title	Signature	Date	



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Dana Point

CMP Monitoring Checklist: Level of Service				
CMP Checklist	YES	NO	N/A	
1. Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments: <div style="border: 1px solid black; height: 100px; margin-top: 5px;"></div>				
I certify that the information contained in this checklist is true.				
<u>Matt Sinacori</u> <small>Name (Print)</small>	<u>Deputy P.W. Director</u> <small>Title</small>	 <small>Signature</small>	<u>5/26/17</u> <small>Date</small>	

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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Dana Point
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

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

Additional Comments:

I certify that the information contained in this checklist is true.

Matt Sinacori

Name (Print)

Deputy P.W. Director

Title

Signature

5/26/


Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Dana Point
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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), <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Matt Sinacori</u> Name (Print)		Deputy P.W. Director Title		 Signature
				<u>5/26/17</u> Date

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)


Jurisdiction:	City of Dana Point
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CMP Monitoring Checklist: Capital Improvement Program				
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CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<u>Matt Sinacori</u>	<u>Deputy P.W. Director</u>	<u></u>	<u>5/26/17</u>
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Fountain Valley

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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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 agency CIP, CMP CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Temo Galvez	Deputy City Engineer		6.15.2017
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Fountain Valley
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

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

Additional Comments:

I certify that the information contained in this checklist is true.

Temo Galvez

Name (Print)

Deputy City Engineer

Title

Temo Galvez

Signature

0-15-2017

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Fountain Valley

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3. If so, how many?	_____ N/A _____		
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).			<input checked="" type="checkbox"/>
• _____			
• _____			
• _____			
a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Temo Galvez	Deputy City Engineer		6-15-2017
Name (Print)	Title	Signature	Date

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)

Jurisdiction: City of Fountain Valley

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Temo Galvez
Name (Print)

Deputy City Engineer
Title


Signature


6-15-17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Fullerton
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CMP Monitoring Checklist: Capital Improvement Program					
CMP Checklist		YES	NO	N/A	
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3.	Is it consistent with air quality mitigation measures for transportation-related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
Hye Jin Lee _____ Name (Print)		Water Systems Manager _____ Assistant City Engineer		 _____ Signature	5-24-17 _____ Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Fullerton
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> _____ _____ _____ 				<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
Mark Miller _____ Name (Print)		City Traffic Engineer _____ Title		 _____ Signature	5-23-17 _____ 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Fullerton
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of Fullerton

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 CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Mark Miller

City Traffic Engineer

Name (Print)

Title

Signature

5-23-17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Fullerton
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3.	If so, how many?	_ 3 _		
4.	Please list any CMPS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			<input checked="" type="checkbox"/>
	<ul style="list-style-type: none"> • _____ • _____ • _____ 			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Mark Miller

City Traffic Engineer

Name (Print)

Title

Signature

5-23-17

Date

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)

Jurisdiction:	City of Garden Grove
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CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> • _____ • _____ • _____ 		☐	
----	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	---	--

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?	☐	☐	☐

Additional Comments:

I certify that the information contained in this checklist is true.

Dan Candelaria, P.E., T.E.	City Engineer		6/29/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Garden Grove
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction:	City of Garden Grove
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

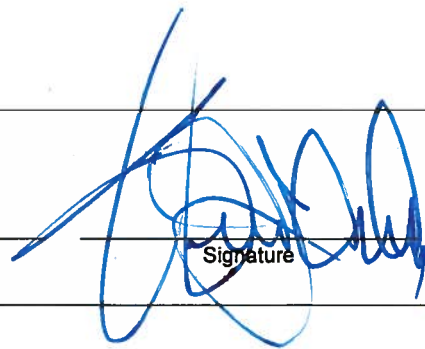
I certify that the information contained in this checklist is true.

Dan Candelaria, P.E., T.E.

City Engineer

Name (Print)

Title



Signature

8/8/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Garden Grove
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3.	If so, how many?	_____		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

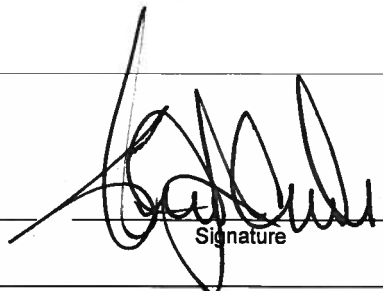
I certify that the information contained in this checklist is true.

Dan Candelaria, P.E., T.E.

Name (Print)

City Engineer

Title

 _____

Signature

Date

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)

Jurisdiction: City of Garden Grove

CMP Monitoring Checklist: Capital Improvement Program

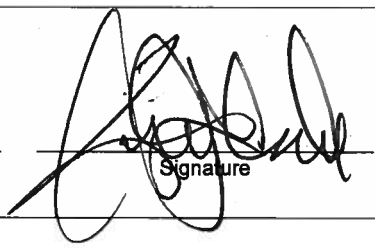
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation-related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Dan Candelaria, P.E., T.E.
Name (Print)

City Engineer
Title


Signature

6/29/15
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Huntington Beach

CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
	<ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Robert Stachelski</u> Name (Print)		<u>Transportation Manager</u> Title		 Signature	<u>6/8/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Huntington Beach
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


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)

Jurisdiction:	City of Huntington Beach
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).	<input type="checkbox"/>		
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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/cmppremanual.pdf)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Robert Stachelski</u> Name (Print)		<u>Transportation Manager</u> Title		 Signature
				<u>6/18/17</u> Date

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)

Jurisdiction: City of Huntington Beach

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Robert Stachelski

Name (Print)

Transportation Manager

Title

Signature

6/8/17


Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Irvine
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
Darrell Cheam _____ Name (Print)		Assoc. Trans. Analyst _____ Title		 Signature	6/20/2017 _____ 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Irvine
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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)

Jurisdiction: City of Irvine

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

I certify that the information contained in this checklist is true.

Darrell Cheam

Name (Print)

Assoc. Trans. Analyst

Title

Signature

6/30/2017

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Irvine
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?			5
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). • _____ • _____ • _____			<input checked="" type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
Darrell Cheam		Assoc. Trans. Analyst		
Name (Print)		Title		
		Signature		
				6/25/2017
				Date

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)

Jurisdiction: City of Irvine

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist	YES	NO	N/A
1. Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Darrell Cheam	Assoc. Trans. Analyst		6/30/2017
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of La Habra

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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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 agency CIP, CMP CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Christopher L. Johansen	City Engineer	<i>Christopher L. Johansen</i>	6/22/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of La Habra
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

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

Additional Comments:

I certify that the information contained in this checklist is true.

<u>Christopher L. Johansen</u> Name (Print)	<u>City Engineer</u> Title	<u><i>Christopher L. Johansen</i></u> Signature	<u>6/22/17</u> Date
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APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of La Habra
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).	<input type="checkbox"/>		
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Christopher L. Johansen</u> Name (Print)		<u>City Engineer</u> Title		<u>Christopher L. Johansen</u> Signature
				<u>6/22/17</u> Date

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)

Jurisdiction: City of La Habra

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Christopher L. Johansen
Name (Print)

City Engineer
Title

Christopher L. Johansen
Signature

6/22/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of La Palma
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Michael S. Belknap</u> Name (Print)		<u>Community Services Director</u> Title		 Signature	<u>4/6/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of La Palma
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

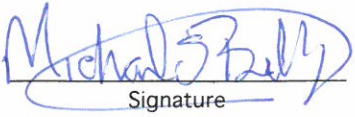
Jurisdiction:	City of La Palma
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CMP Monitoring Checklist: Deficiency Plans (cont.)

CMP Checklist		YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<u>Michael S. Belknap</u> Name (Print)	<u>Community Services Director</u> Title	<u></u> Signature	<u>6/6/17</u> Date
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APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of La Palma
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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). <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Michael S. Belknap</u> Name (Print)		Community Services Director Title		 Signature
				<u>4/17</u> Date

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)

Jurisdiction: City of La Palma

CMP Monitoring Checklist: Capital Improvement Program												
CMP Checklist		YES	NO	N/A								
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
Additional Comments:												
<p>I certify that the information contained in this checklist is true.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%; border-bottom: 1px solid black; text-align: center; padding-bottom: 5px;">Michael S. Belknap</td> <td style="width: 20%; border-bottom: 1px solid black; text-align: center; padding-bottom: 5px;">Community Services Director</td> <td style="width: 30%; border-bottom: 1px solid black; text-align: center; padding-bottom: 5px;"></td> <td style="width: 20%; border-bottom: 1px solid black; text-align: center; padding-bottom: 5px;">6/6/17</td> </tr> <tr> <td style="text-align: center; font-size: small;">Name (Print)</td> <td style="text-align: center; font-size: small;">Title</td> <td style="text-align: center; font-size: small;">Signature</td> <td style="text-align: center; font-size: small;">Date</td> </tr> </table>					Michael S. Belknap	Community Services Director		6/6/17	Name (Print)	Title	Signature	Date
Michael S. Belknap	Community Services Director		6/6/17									
Name (Print)	Title	Signature	Date									



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Beach
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CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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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 agency CIP, CMP CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Shohreh Dupuis	Assistant City Manager / Director of Public Works	<i>Shohreh Dupuis</i>	6/28/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Beach
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist:		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of Laguna Beach

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

I certify that the information contained in this checklist is true.

Shohreh Dupuis

Name (Print)

Assistant City Manager / Director of
Public Works

Title

Shohreh Dupuis
Signature

6/28/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Beach
----------------------	-----------------------------

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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).			<input type="checkbox"/>
• _____			
• _____			
• _____			
a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Shohreh Dupuis

Name (Print)

Assistant City Manager /
Director of Public Works

Title

Shohreh Dupuis

Signature

6/28/17

Date

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)

Jurisdiction: City of Laguna Beach

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Shohreh Dupuis

Name (Print)

Assistant City Manager /
Director of Public Works

Title

Shohreh Dupuis

Signature

6/28/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Hills
----------------------	-----------------------------

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<ul style="list-style-type: none"> 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.			<input type="checkbox"/>
	<ul style="list-style-type: none"> _____ _____ _____ 			

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<i>KENNETH H. ROSENFELD</i>	<i>DIRECTOR OF PUBLIC SERVICES</i>	<i>Kenneth H. Rosenfeld</i>	<i>6/15/17</i>
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Hills
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of Laguna Hills

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

I certify that the information contained in this checklist is true.

KENNETH H. ROSENFELD	DIRECTOR OF PUBLIC SERVICES		6/13/17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Hills
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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).	<input type="checkbox"/>		
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<u>KENNETH W. ROSENFIELD</u> Name (Print)	<u>DIRECTOR OF PUBLIC SERVICES</u> Title	 Signature	<u>6/13/17</u> Date
----------------------------------------------	---------------------------------------------	---------------	------------------------

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)

Jurisdiction:	City of Laguna Hills
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CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

KENNEDY H. ROSENFELD DIRECTOR OF PUBLIC SERVICES *Kennedy H. Rosenfeld* 6/13/17
Name (Print) Title Signature Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Niguel
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CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<ul style="list-style-type: none"> 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.			<input checked="" type="checkbox"/>
	<ul style="list-style-type: none"> _____ _____ _____ 			

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Nasser Abbaszadeh
Name (Print)

Public Works Dir.
Title

[Signature]
Signature

6/22/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Niguel
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Jurisdiction: City of Laguna Niguel

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Nasser Abbess-doh
Name (Print)

Public Works Dir.
Title

[Signature]
Signature

6/28/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Niguel
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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). • _____ • _____ • _____			<input checked="" type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Nasser Abbaszadeh</u> Name (Print)		<u>Public Works Dir.</u> Title		<u>[Signature]</u> Signature
				<u>6/22/17</u> Date

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)

Jurisdiction:	City of Laguna Niguel
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CMP Monitoring Checklist: Capital Improvement Program				
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Nasser Abbaszadeh</u> Name (Print)		<u>Public Works Director</u> Title	<u>[Signature]</u> Signature	<u>6/22/17</u> Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Laguna Woods

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<ul style="list-style-type: none"> 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.			<input type="checkbox"/>
	<ul style="list-style-type: none"> _____ _____ _____ 			

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

M. Akram Hindiyeh City Engineer M. Akram Hindiyeh 6/27/17
 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Woods
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

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

Additional Comments:

--

I certify that the information contained in this checklist is true.

M. Akram Hindiyeh
Name (Print)

City Engineer
Title

M. Akram Hindiyeh
Signature

6/27/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Laguna Woods
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).	<input type="checkbox"/>		
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
M. Akram Hindiye		City Engineer		
Name (Print)		Title		
		Signature		
				6/27/17
				Date

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)

Jurisdiction:	City of Laguna Woods
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CMP Monitoring Checklist: Capital Improvement Program				
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CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<u>M. Akram Hindiyeh</u> Name (Print)	<u>City Engineer</u> Title	<u>M. Akram Hindiyeh</u> Signature	<u>6/27/17</u> Date
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APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Lake Forest
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
Thomas E. Wheeler, P.E.		Director of Public Works/City Engineer			6/29/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Lake Forest
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Jurisdiction: City of Lake Forest

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Please describe any innovative programs, if any, included in the deficiency plan:			<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

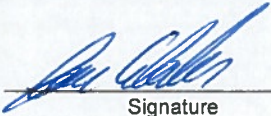
Thomas W. Wheeler, P.E.	Director of Public Works/City Engineer		6/29/17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Lake Forest
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).			<input checked="" type="checkbox"/>
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
Thomas E. Wheeler, P.E. _____ Name (Print)		Director of Public Works/City Engineer C _____ Title		 _____ Signature
				6/29/17 _____ Date

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)

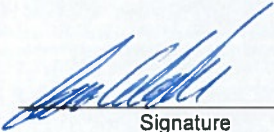
Jurisdiction: City of Lake Forest

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Thomas E. Wheeler, P.E. Director of Public Works/City Engineer  6/29/17
Name (Print) Title Signature Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Los Alamitos
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CMP Monitoring Checklist: Level of Service				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Farhad Iranitalab</u> Name (Print)		<u>City Traffic Engineer</u> Title		<u><i>Farhad Iranitalab</i></u> Signature
			<u>06/30/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Los Alamitos
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction:	City of Los Alamitos
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Farhad Iranitalab

Name (Print)

City Traffic Engineer

Title

Signature

06/30/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Los Alamitos
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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). <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
Farhad Iranitalab		City Traffic Engineer		<i>Farhad Iranitalab</i>
Name (Print)		Title		Signature
				06/30/17
				Date

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)

Jurisdiction: City of Los Alamitos

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Farhad Iranitalab

Name (Print)

City Traffic Engineer

Title

Signature

6/30/17


Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Mission Viejo
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Mark Chagnon</u> Name (Print)		<u>Public Works Director</u> Title		 Signature	<u>6-22-17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Mission Viejo
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

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

Additional Comments:

I certify that the information contained in this checklist is true.

Mark Chagnon	Public Works Director		6-22-17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Mission Viejo
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3.	If so, how many? NCA Medical Office Building		1	
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). <ul style="list-style-type: none"> • Intersection of Marguerite Parkway/Crown Valley Parkway (Mission Viejo) • _____ • _____ 			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP? [See Additional Comments section below]	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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/cmppremanual.pdf)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

The 7-Year CIP does not include any mitigation measure for the Year 2035 forecast for the Marguerite Parkway/Crown Valley Parkway intersection. The mitigation measure involves a signal overlap phasing change, which the City of Mission Viejo will conduct, if determined necessary upon city monitoring, at Year 2035, which is beyond the seven-year timeframe of the M2 7-Year CIP. The project's traffic study identified that the Level of Service of the Marguerite Parkway/Crown Valley Parkway intersection meets CMP standards in the Existing and Project Buildout conditions. In the Year 2035 General Plan buildout forecast, the traffic analysis identifies that the intersection could exceed LOS standards, with or without the project, and that the signal overlap phasing would return the intersection to acceptable CMP standards. The traffic condition will be monitored, and when and if appropriate, the identified signal overlap phasing will be implemented.

I certify that the information contained in this checklist is true.

Mark Chagnon	Public Works Director		6-22-17
Name (Print)	Title	Signature	Date




APPENDIX C

Congestion Management Program (CMP)

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.

Jurisdiction:	City of Mission Viejo
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CMP Monitoring Checklist: Capital Improvement Program				
CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Mark Chagnon</u> Name (Print)		<u>Public Works Director</u> Title		 Signature
				<u>6-22-17</u> Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Newport Beach
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>ANTHONY BRINE</u> Name (Print)		<u>CITY TRAFFIC ENG.</u> Title		 Signature	<u>6-13-17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Newport Beach
----------------------	------------------------------

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>


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)

Jurisdiction:	City of Newport Beach
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10.	Please describe any innovative programs, if any, included in the deficiency plan:				<input checked="" type="checkbox"/>
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>ANTHONY BRINE</u> Name (Print)		<u>CITY TRAFFIC ENG.</u> Title		<u></u> Signature	
				<u>6-13-17</u> Date	



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Newport Beach
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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). • _____ • _____ • _____	<input checked="" type="checkbox"/>		
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>ANTONY BRINE</u> Name (Print)		<u>CITY TRAFFIC ENG</u> Title		<u></u> Signature
				<u>6-13-17</u> Date

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)

Jurisdiction: City of Newport Beach

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

ANTONY BRINE
Name (Print)

CITY TRAFFIC ENG
Title

Signature

6-13-17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Orange

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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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 agency CIP, CMP CIP, Measure M CIP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Douglas Keys	Transportation Analyst	<i>Douglas Keys</i>	6/26/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Orange
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of Orange

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		

Additional Comments:

I certify that the information contained in this checklist is true.

Douglas Keys	Transportation Analyst	<i>Douglas Keys</i>	6/20/17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Orange
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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). • _____ • _____ • _____			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Douglas Keys

Name (Print)

Transportation Analyst

Title

Douglas Keys 6/26/17

Signature Date

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)

Jurisdiction:	City of Orange
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CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Douglas Keys

Name (Print)

Transportation Analyst

Title

Douglas Keys
Signature

6/26/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Placentia
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 				<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>LUIS ESEVEZ</u> Name (Print)		<u>DIRECTOR OF Pw</u> Title		 Signature	<u>6/6/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Placentia
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Jurisdiction: City of Placentia

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

LUIS ESTEVEZ
Name (Print)

DIRECTOR OF P&W
Title

Signature

6/16/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Placentia
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
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).	<input checked="" type="checkbox"/>			
	• _____				
	• _____				
	• _____				
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>LUIS ESTEVEZ</u>		<u>DIRECTOR OF PW</u>			
Name (Print)		Title		Signature	
				<u>6/6/17</u>	
				Date	

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)

Jurisdiction: City of Placentia

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist	YES	NO	N/A
1. Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

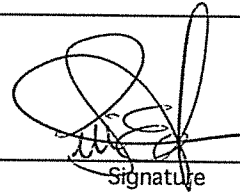
I certify that the information contained in this checklist is true.

LUIS ESTEVEZ

Name (Print)

DIRECTOR OF PW

Title



Signature

6/6/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Rancho Santa Margarita

CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
_____ E. (Max) Maximous Name (Print)		_____ Public Works Director/ City Eng. Title		 _____ Signature	_____ 6/28/17 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Rancho Santa Margarita
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CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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)

Jurisdiction: City of Rancho Santa Margarita

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

E. (Max) Maximous

Name (Print)

Public Works Director/ City Eng.

Title

Signature

6/28/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Rancho Santa Margarita
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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).			<input type="checkbox"/>
• _____			
• _____			
• _____			
a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

E. (Max) Maximous	Public Works Director/ City Eng.		01/28/17
Name (Print)	Title	Signature	Date

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)


Jurisdiction:	City of Rancho Santa Margarita
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CMP Monitoring Checklist: Capital Improvement Program			
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CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<u>E. (Max) Maximous</u>	<u>Public Works Director/ City Eng.</u>	<u></u>	<u>6/28/17</u>
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of San Clemente

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	X	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	X	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	X	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Thomas Bonigut	Deputy Public Works Director		6/27/11
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of San Clemente

CMP Monitoring Checklist: Deficiency Plans			
CMP Checklist	YES	NO	N/A
1. Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.			
2. If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Does the deficiency plan fulfill the following statutory requirements:			
a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of San Clemente

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	X
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	X
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	X
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	X
10.	Please describe any innovative programs, if any, included in the deficiency plan:			X

Additional Comments:

I certify that the information contained in this checklist is true.

Thomas Bonigut

Name (Print)

Deputy Public Works Director

Title

Signature

6/27/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of San Clemente
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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	<input type="checkbox"/>	
a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	X
2. Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	X	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3. If so, how many?	N/A		
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).			X
• _____			
• _____			
• _____			
a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	X
b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Thomas Bonigut	Deputy Public Works Director		6/22/17
Name (Print)	Title	Signature	Date

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)

Jurisdiction:	City of San Clemente
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CMP Monitoring Checklist: Level of Service

CMP Checklist	YES	NO	N/A
1. Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> • _____ • _____ • _____ 		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 agency CIP, CMP 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

Additional Comments:

I certify that the information contained in this checklist is true.

Thomas Bonigut <small>Name (Print)</small>	Deputy Public Works Director <small>Title</small>	 <small>Signature</small>	6/22/17 <small>Date</small>
------------------------------------------------------	------------------------------------------------------	------------------------------	--------------------------------


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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of San Juan Capistrano
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Additional Comments:					
The CMP intersection of Ortega Highway and I-5 is operated by Caltrans.					
I certify that the information contained in this checklist is true.					
George Alvarez _____ Name (Print)		City Engineer _____ Title		 _____ Signature	7/11/17 _____ 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of San Juan Capistrano
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Jurisdiction:	City of San Juan Capistrano
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input checked="" type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

George Alvarez

Name (Print)

City Engineer

Title

George Alvarez 7/11/17

Signature

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of San Juan Capistrano
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).			<input checked="" type="checkbox"/>
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>George Alvarez</u> Name (Print)		<u>City Engineer</u> Title		<u>George Alvarez 7/11/17</u> Signature Date

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)

Jurisdiction:	City of San Juan Capistrano
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CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

Empty box for additional comments.

I certify that the information contained in this checklist is true.

George Alvarez

Name (Print)

City Engineer

Title

George Alvarez

Signature

7/11/17

Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Santa Ana
----------------------	--------------------------

CMP Monitoring Checklist: Level of Service

	CMP Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	✓	<input type="checkbox"/>	

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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			✓
----	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--	---

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?	□	□	✓

Additional Comments:

I certify that the information contained in this checklist is true.

TAIG HIGGINS	PRINCIPAL CIVIL ENGINEER		<div style="font-size: 2em; font-family: cursive;">6/21/17</div>
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Santa Ana
----------------------	--------------------------

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	✓	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			✓
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?	<input type="checkbox"/>	<input type="checkbox"/>	✓
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?	<input type="checkbox"/>	<input type="checkbox"/>	✓
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	✓
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	✓
	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?	<input type="checkbox"/>	<input type="checkbox"/>	✓
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	✓

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)


Jurisdiction:	City of Santa Ana
----------------------	--------------------------

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	✓
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	✓
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	✓
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	✓
10.	Please describe any innovative programs, if any, included in the deficiency plan:			✓

Additional Comments:

I certify that the information contained in this checklist is true.

<u>TAIG HIGGINS</u>	<u>PRINCIPAL CIVIL ENGINEER</u>	<u></u>	<u>6/21/17</u>
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Santa Ana
----------------------	--------------------------

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?	✓	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	✓
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	✓	<input type="checkbox"/>	

NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.

3.	If so, how many?	_____ 1 _____		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			✓
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	✓
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	✓
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/cmppremanual.pdf)?	✓	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

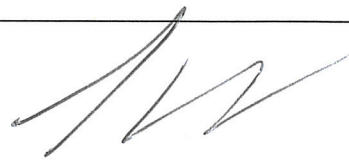
I certify that the information contained in this checklist is true.

TAIG HIGGINS

Name (Print)

PRINCIPAL CIVIL ENGINEER

Title



Signature



Date

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)

Jurisdiction:	City of Santa Ana
----------------------	--------------------------

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	✓	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	✓	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	✓	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	✓	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

TAIG HIGGINS

Name (Print)

PRINCIPAL CIVIL ENGINEER

Title

Signature

6/21/17


Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Seal Beach
----------------------	---------------------------

CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>David Spitz</u> Name (Print)		^ <u>Associate Engineer</u> Title	 Signature		<u>8/21/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Seal Beach
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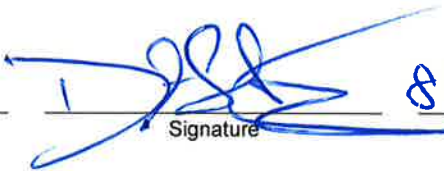
CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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)

Jurisdiction: City of Seal Beach

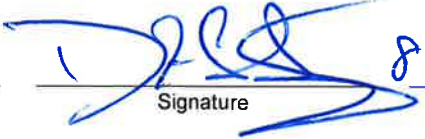
CMP Monitoring Checklist: Deficiency Plans (cont.)				
CMP Checklist		YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>David Spitz</u> Name (Print)		<u>Associate Engineer</u> Title		 Signature
				<u>8/21/17</u> Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Seal Beach
----------------------	---------------------------

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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).			<input type="checkbox"/>
	• _____			
	• _____			
	• _____			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>David Spitz</u> Name (Print)		<u>Associate Engineer</u> Title		 Signature
				<u>8/20/17</u> Date

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)

Jurisdiction:	City of Seal Beach
----------------------	---------------------------

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

David Spitz

Name (Print)

Associate Engineer

Title



Signature

8/21/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Stanton
----------------------	------------------------

CMP Monitoring Checklist: Level of Service

CMP Checklist	YES	NO	N/A
1. Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> • _____ • _____ • _____ 		<input type="checkbox"/>
----	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--------------------------

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

	Public Works Director		5/24/17
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Stanton
----------------------	------------------------

CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction: City of Stanton

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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Allan Day
Name (Print)

Director of Public Works
Title

[Signature]
Signature

5/24/17
Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Stanton
----------------------	------------------------

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
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).				<input type="checkbox"/>
	• _____				
	• _____				
	• _____				
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Allan Riggs</u> Name (Print)		<u>Director of Public Works</u> Title		 Signature	
				<u>5/24/17</u> Date	

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)

Jurisdiction: City of Stanton

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Allan Rigg Director of Public Works [Signature] 5/24/17
Name (Print) Title Signature Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Tustin
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CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 				<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Krys Saldivar</u> Name (Print)		<u>Public Works Manager</u> Title		<u><i>KSaldivar</i></u> Signature	<u>6/27/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Tustin
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction:	City of Tustin
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:	<input type="checkbox"/>		
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Krys Saldivar</u> Name (Print)		<u>Public Works Manager</u> Title	<u><i>K Saldivar</i></u> Signature	<u>6/27/17</u> Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Tustin
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
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). • _____ • _____ • _____				<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
_____		_____		_____	_____
Krys Saldivar		Public Works Manager		<i>KSaldivar</i>	6/27/17
Name (Print)		Title		Signature	Date

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)

Jurisdiction:	City of Tustin
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CMP Monitoring Checklist: Capital Improvement Program									
CMP Checklist		YES	NO	N/A					
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
Additional Comments:									
<p>I certify that the information contained in this checklist is true.</p> <table style="width: 100%; margin-top: 20px;"> <tr> <td style="width: 25%; text-align: center; vertical-align: bottom;"> <u>Krys Saldivar</u> Name (Print) </td> <td style="width: 25%; text-align: center; vertical-align: bottom;"> <u>Public Works Manager</u> Title </td> <td style="width: 25%; text-align: center; vertical-align: bottom;"> Signature </td> <td style="width: 25%; text-align: center; vertical-align: bottom;"> <u>6/27/17</u> Date </td> </tr> </table>						<u>Krys Saldivar</u> Name (Print)	<u>Public Works Manager</u> Title	 Signature	<u>6/27/17</u> Date
<u>Krys Saldivar</u> Name (Print)	<u>Public Works Manager</u> Title	 Signature	<u>6/27/17</u> Date						



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Villa Park
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CMP Monitoring Checklist: Level of Service				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>M. Akram Hindiyeh</u> Name (Print)		<u>City Engineer</u> Title		<u><i>M. Akram Hindiyeh</i></u> Signature
			<u>6/28/17</u> 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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Villa Park
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

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

Additional Comments:

I certify that the information contained in this checklist is true.

<u>M. Akram Hindiyeh</u> Name (Print)	<u>City Engineer</u> Title	<u></u> Signature	<u>6/28/17</u> Date
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APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Villa Park
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
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). • _____ • _____ • _____			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>M. Akram Hindiyeh</u> Name (Print)		<u>City Engineer</u> Title		 Signature
			<u>6/28/17</u> Date	

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)

Jurisdiction:	City of Villa Park
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CMP Monitoring Checklist: Capital Improvement Program				
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CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

<u>M. Akram Hindiyeh</u> Name (Print)	<u>City Engineer</u> Title	<u>M. Akram Hindiyeh</u> Signature	<u>6/28/17</u> Date
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APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Westminster

CMP Monitoring Checklist: Level of Service

CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> • _____ • _____ • _____ 		☐	
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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 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?	☐	☐	☐

Additional Comments:

There are two CMP intersections located at Beach Boulevard/Bolsa Avenue and Bolsa Chica Road/Garden Grove Boulevard. However, said intersections are under Caltrans' jurisdiction.

I certify that the information contained in this checklist is true.

Marwan Youssef, P.E., Ph.D.	PW Director, City Engineer		
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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Westminster
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CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	✓	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

Jurisdiction:	City of Westminster
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

There are two CMP intersections located at Beach Boulevard/Bolsa Avenue and Bolsa Chica Road/Garden Grove Boulevard. However, said intersections are under Caltrans' jurisdiction.

I certify that the information contained in this checklist is true.

Marwan Youssef, P.E., Ph.D.	PW Director, City Engineer		6/29/17
_____ Name (Print)	_____ Title	_____ Signature	_____ Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Westminster
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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?	✓	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input type="checkbox"/>	✓	
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). <ul style="list-style-type: none"> • _____ • _____ • _____ 			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
There are two CMP intersections located at Beach Boulevard/Bolsa Avenue and Bolsa Chica Road/Garden Grove Boulevard. However, said intersections are under Caltrans' jurisdiction.				
I certify that the information contained in this checklist is true.				
Marwan Youssef, P.E., Ph.D.		PW Director, City Engineer		
_____ Name (Print)		_____ Title		_____ Signature
				6/29/17 Date

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)

Jurisdiction:	City of Westminster
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CMP Monitoring Checklist: Capital Improvement Program				
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CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	✓	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input type="checkbox"/>	<input type="checkbox"/>	✓
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	✓	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	✓	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:				
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There are two CMP intersections located at Beach Boulevard/Bolsa Avenue and Bolsa Chica Road/Garden Grove Boulevard. However, said intersections are under Caltrans' jurisdiction.

I certify that the information contained in this checklist is true.

Marwan Youssef, P.E., Ph.D.	PW Director, City Engineer	<i>Marwan Youssef</i>	6/29/17
Name (Print)	Title	Signature	Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction: City of Yorba Linda

CMP Monitoring Checklist: Level of Service					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> • 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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. <ul style="list-style-type: none"> • _____ • _____ • _____ 				<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Additional Comments:					
I certify that the information contained in this checklist is true.					
<u>Rick Yee</u> <small>Name (Print)</small>		<u>Assistant City Engineer</u> <small>Title</small>		 <small>Signature</small>	<u>6/28/17</u> <small>Date</small>

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.



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Yorba Linda
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CMP Monitoring Checklist: Deficiency Plans					
CMP Checklist		YES	NO	N/A	
1.	Check "Yes" if either of the following apply: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found to not meet the CMP LOS standards. <ul style="list-style-type: none"> _____ _____ _____ 			<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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)

Jurisdiction:	City of Yorba Linda
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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 CMP CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	Has necessary inter-jurisdictional coordination occurred?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Please describe any innovative programs, if any, included in the deficiency plan:			<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Rick Yee

 Name (Print)

Assistant City Engineer

 Title

Rick Yee

 Signature

6/28/17

 Date



APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:	City of Yorba Linda
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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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?			<u>1</u>
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). • _____ • _____ • _____			<input type="checkbox"/>
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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/cmppremanual.pdf)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Comments:				
I certify that the information contained in this checklist is true.				
<u>Rick Yee</u> Name (Print)		<u>Assistant City Engineer</u> Title		<u></u> Signature
				<u>6/28/17</u> Date

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)

Jurisdiction: City of Yorba Linda

CMP Monitoring Checklist: Capital Improvement Program

CMP Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments:

I certify that the information contained in this checklist is true.

Rick Yee

Name (Print)

Assistant City Engineer

Title

Rick Yee

Signature

6/28/17

Date



AGENDA

Annual Eligibility Review Subcommittee

Item #3

Pavement Management Plan (PMP) Review

**2017 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	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Brea	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
County of Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Cypress	VG	VG	VG	F	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Dana Point	G	G	VG	VG	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Irvine	VG	VG	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
La Habra	VG	G	VG	VG	VG	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Lake Forest	G	G	G	G	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Los Alamitos	F	G	F	P	VP	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Newport Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
San Clemente	VG	VG	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
San Juan Capistrano	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	SS	✓	Y
Stanton	G	G	VG	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y
Tustin	VG	VG	VG	G	VG	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Y

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

Acronyms	
Micro	MicroPaver Pavement Management Program
MPAH	Master Plan of Arterial Highways
PCI	Pavement Condition Index
QA/QC	Quality Assurance/Quality Control Plan
R&R	Road Maintenance & Rehabilitation Plan
SS	StreetSaver Pavement Management Program

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



Pavement Management Plan Certification

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 Nichols Consulting Engineers, Chtd. * using PAVER™, 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, 2017 for Arterial (MPAH) streets and January, 2015 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed March, 2017
- Percentage of all sections of pavement needing:
Preventive Maintenance 18.8%, Rehabilitation 60.2%, Reconstruction 8%
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
Current biennial period \$236.30 million, Following biennial period \$45.60 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
Current biennial period \$25.65 million, Following biennial period \$27.05 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:

Carlos Castellanos, PE
Name (Print)

City Engineer
Title

City of Anaheim
Jurisdiction


Signature

JUNE 6, 2017
Date



Pavement Management Plan Certification

Appendix B

The City of Brea, 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, 2017 for the Arterial (MPAH) and March 2017 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, 2017.
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 27%, Rehabilitation = 26%, Reconstruction = 5%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$5,365,000, Following biennial period \$5,500,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$5,200,000 Following biennial period \$4,700,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 16)
- 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 MicroPAVER compatible files has been or will be submitted with the certification statement.

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

Submitted by:

Steve Kooyman
Name (Print)

[Signature]
Signed

City of Brea, CA
Jurisdiction

6/9/2017
Date

City Engineer
Title





Pavement Management Plan Certification

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 Nichols Consulting Engineers, Chtd. * 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 January, 2017 for Arterial (MPAH) streets and January, 2017 for local streets.
 - Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed January, 2017
 - Percentage of all sections of pavement needing:
 - Preventive Maintenance 69.4%, Rehabilitation 30.2%, Reconstruction 0.4%
 - Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$30 million, Following biennial period \$8.4 million
 - Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$10.4 million, Following biennial period \$14.5 million
 - Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
 - The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.
- * An electronic copy of the Pavement Management Plan with Micro Paver or StreetSaver compatible files has been or will be submitted with the certification statement.

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

Submitted by:

Octavio Rivas
Name (Print)

Signed Javier Soto

Deputy Director OC Construction
Title

County of Orange
Jurisdiction

5/18/17
Date



APPENDIX F

Pavement Management Plan Certification

The City/County 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 the 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 CIVILSOURCE, 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 FEBRUARY, 2017 for Arterial (MPAH) streets and JUNE, 2017 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed JUNE, 2017.
- Percentage of all sections of pavement needing:
Preventive Maintenance 15.3%, Rehabilitation 14.9%, Reconstruction 2.2%
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
Current biennial period \$ 5,606,000, Following biennial period \$ 5,606,000
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
Current biennial period \$ 3,300,000, Following biennial period \$ 3,300,000
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Kamran Dadbeh, P.E.
Name (Print)
Kamran Dadbeh
Signature

City Engineer
Title
06/19/2017
Date

City of Cypress
Jurisdiction



Pavement Management Plan Certification

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 Nichols Consulting Engineers, Chtd. * 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 January, 2017 for Arterial (MPAH) streets and January, 2017 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed January, 2017
- Percentage of all sections of pavement needing:
Preventive Maintenance 82.5%, Rehabilitation 17.3%, Reconstruction 0.1%
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
Current biennial period \$8.5 million, Following biennial period \$3 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
Current biennial period \$7.6 million, Following biennial period \$6 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

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

Submitted by:

Matt Sinacori P.E.

Name (Print)

Signed

City Engineer/Deputy Director of Public Works

Title

City of Dana Point

Jurisdiction

Date

5/26/17



Pavement Management Plan Certification
Appendix F:
Pavement Management Plan Certification

The City of Irvine, 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 in March 2017 for the Arterial (MPAH) and March 2017 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 2017.
- Percentage of all sections of pavement needing:
 - Preventive Maintenance = 24%, Rehabilitation = 12%, Reconstruction = 0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$24,324,400 Following biennial period \$30,537,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$24,765,000 Following biennial period \$40,485,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 18)
- 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 on May 24, 2010, amended in January, 2016.

*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:

Manuel Gomez
Name (Print)

[Signature]
Signed

Director of Public Works
Title

City of Irvine
Jurisdiction

6-1-17
Date



Pavement Management Plan Certification
Appendix F

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 April, 2017 for the Arterial (MPAH) and April 2017 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, 2017.
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 13.2%, Rehabilitation = 13.6%, Reconstruction = 2.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$4,373,900, Following biennial period \$4,459,700
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$4,725,800 Following biennial period \$5,101,700
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 55)
- 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:

Christopher L. Johansen, P.E.
Name (Print)

Christopher L. Johansen
Signed

City Engineer
Title

City of La Habra
Jurisdiction

6/22/17
Date



Pavement Management Plan Certification

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 Nichols Consulting Engineers, Chtd. * 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 January, 2017 for Arterial (MPAH) streets and January, 2017 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed January, 2017
- Percentage of all sections of pavement needing:
Preventive Maintenance 73.9%, Rehabilitation 26.1%, Reconstruction 0%
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
Current biennial period \$25.7 million, Following biennial period \$11.9 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
Current biennial period \$3.27 million, Following biennial period \$3.27 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:

Thomas E. Wheeler
Name (Print)

Signed

City of Lake Forest
Jurisdiction

Date

Public Works Director/City Engineer
Title

6/12/17



APPENDIX F

Pavement Management Plan Certification

The City/County of Los Alamitos 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 the 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 Willdan Engineering * 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 30-Jun, 2017 for Arterial (MPAH) streets and 30-Jun, 2017 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed 15-Apr, 2017.
- Percentage of all sections of pavement needing:
 - Preventive Maintenance 13.4, Rehabilitation 54.6, Reconstruction 0.0
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$ 1,400,000, Following biennial period \$ 1,400,000
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$ 632,780, Following biennial period \$ 1,215,596
- 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:

<u>Dave Hunt</u>	<u>City Engineer</u>	<u>City of Los Alamitos</u>
Name (Print)	Title	Jurisdiction
<u>Dave Hunt</u>	<u>8/23/17</u>	
Signature	Date	



Pavement Management Plan Certification
Appendix B

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on January, 2017 for the Arterial (MPAH) and January 2017 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 January, 2017.
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 28.5%, Rehabilitation = 15.9%, Reconstruction = 2.6%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$8,762,000, Following biennial period \$8,751,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$8,200,000 Following biennial period \$8,200,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 60)
- 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:

Mark Vukojevic

Name (Print)

Mark Vukojevic

Signed

City of Newport Beach

Jurisdiction

5-17-17

Date

Deputy Director of Public Works/City Engineer

Title



Pavement Management Plan Certification
Appendix B

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 January, 2017 for the Arterial (MPAH) and January 2017 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 January, 2017.
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 26%, Rehabilitation = 14%, Reconstruction = 1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$6,798,900, Following biennial period \$7,470,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$6,798,900 Following biennial period \$6,947,800
- Backlog by year of unfunded 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 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
Name (Print)

Tom Bonigut
Signed

Deputy Director of Public Works
Title

City of San Clemente
Jurisdiction

6/8/17
Date



Pavement Management Plan Certification
Appendix B

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 April, 2017 for the Arterial (MPAH) and April 2017 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, 2017.
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 18.5%, Rehabilitation = 45.1%, Reconstruction = 8.1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$4,970,000, Following biennial period \$5,077,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$3,259,000, Following biennial period \$4,333,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 60)
- 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:

George Alvarez

Name (Print)

George Alvarez

Signed

City of San Juan Capistrano

Jurisdiction

7/26/17

Date

City Engineer

Title



Pavement Management Plan Certification

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 Nichols Consulting Engineers, Chtd. * using PAVER®, 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 February, 2017 for Arterial (MPAH) streets and April, 2013 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed February, 2017
- Percentage of all sections of pavement needing:
 - Preventive Maintenance 71%, Rehabilitation 27.1%, Reconstruction 1.9%
- Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$10.7 million, Following biennial period \$3.2 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$2.4 million, Following biennial period \$2.4 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.

Submitted by:

Allan Rigg
Name (Print)

[Signature]
Signed

City of Stanton
Jurisdiction

5/22/17
Date

Public Works Director/City Engineer
Title

Measure M2.



Pavement Management Plan Certification
Appendix B

The City of Tustin, 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, 2017 for the Arterial (MPAH) and March 2017 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, 2017.
- Percentage of all section of pavement needing:
 - Preventive Maintenance = 23%, Rehabilitation = 11%, Reconstruction = 1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - Current biennial period \$8,850,000, Following biennial period \$4,400,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - Current biennial period \$8,850,000 Following biennial period \$4,400,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 60)
- 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

Name (Print)

Signed

Director Public Works/City Engineer

Title

City of Tustin

Jurisdiction

Date





AGENDA

Annual Eligibility Review Subcommittee

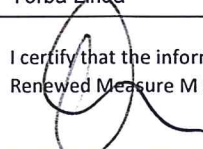
Item #4

Local Signal Synchronization Plan (LSSP) Review

**2017/18 Measure M2 Eligibility
Local Signal Synchronization Plan Update Summary**

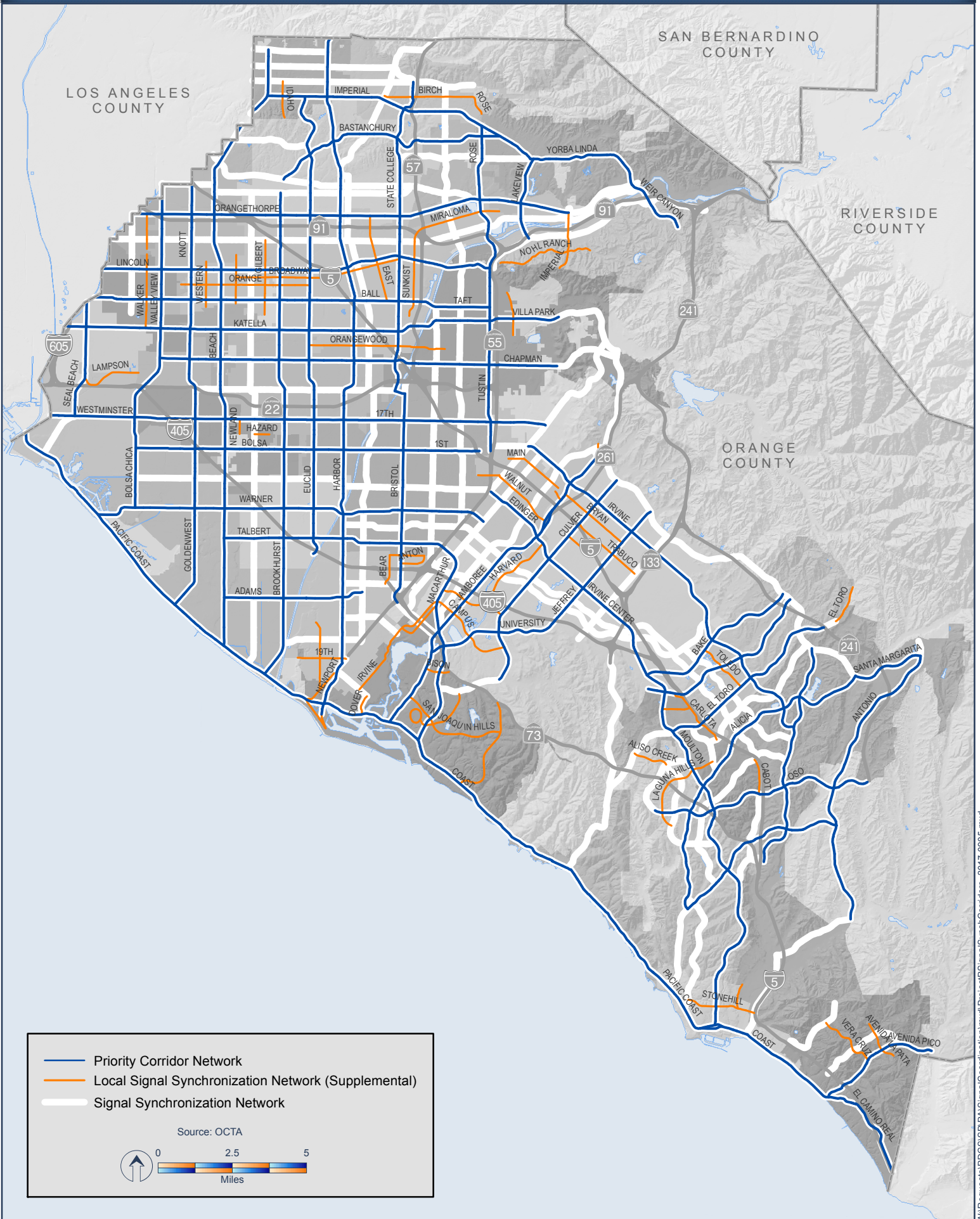
Agency	Annual	Every Three Years			
	Traffic Forum	Regional Plan Consistency	3-Year Capital Plan	Status/ Performance	Timing Updates
Aliso Viejo	2 meetings	Compliant	Compliant	Compliant	Compliant
Anaheim	2 meetings	Compliant	Compliant	Compliant	Compliant
Brea	2 meetings	Compliant	Compliant	Compliant	Compliant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

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


Paul Rodriguez, Principal
Rodriguez Consulting Group


Archie Tan, Project Manager
Orange County Transportation Authority

Project P Signal Synchronization Corridors



- Priority Corridor Network
- Local Signal Synchronization Network (Supplemental)
- Signal Synchronization Network

Source: OCTA

0 2.5 5
Miles



June 22, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,

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

Enclosures:

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

**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF ALISO VIEJO Plan Date: JUNE 30, 2017

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

Local Agency Statement	Page(s) in LSSP	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	PAGES 2-4	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-10	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	PAGES 11-14	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 15-20	Provided






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

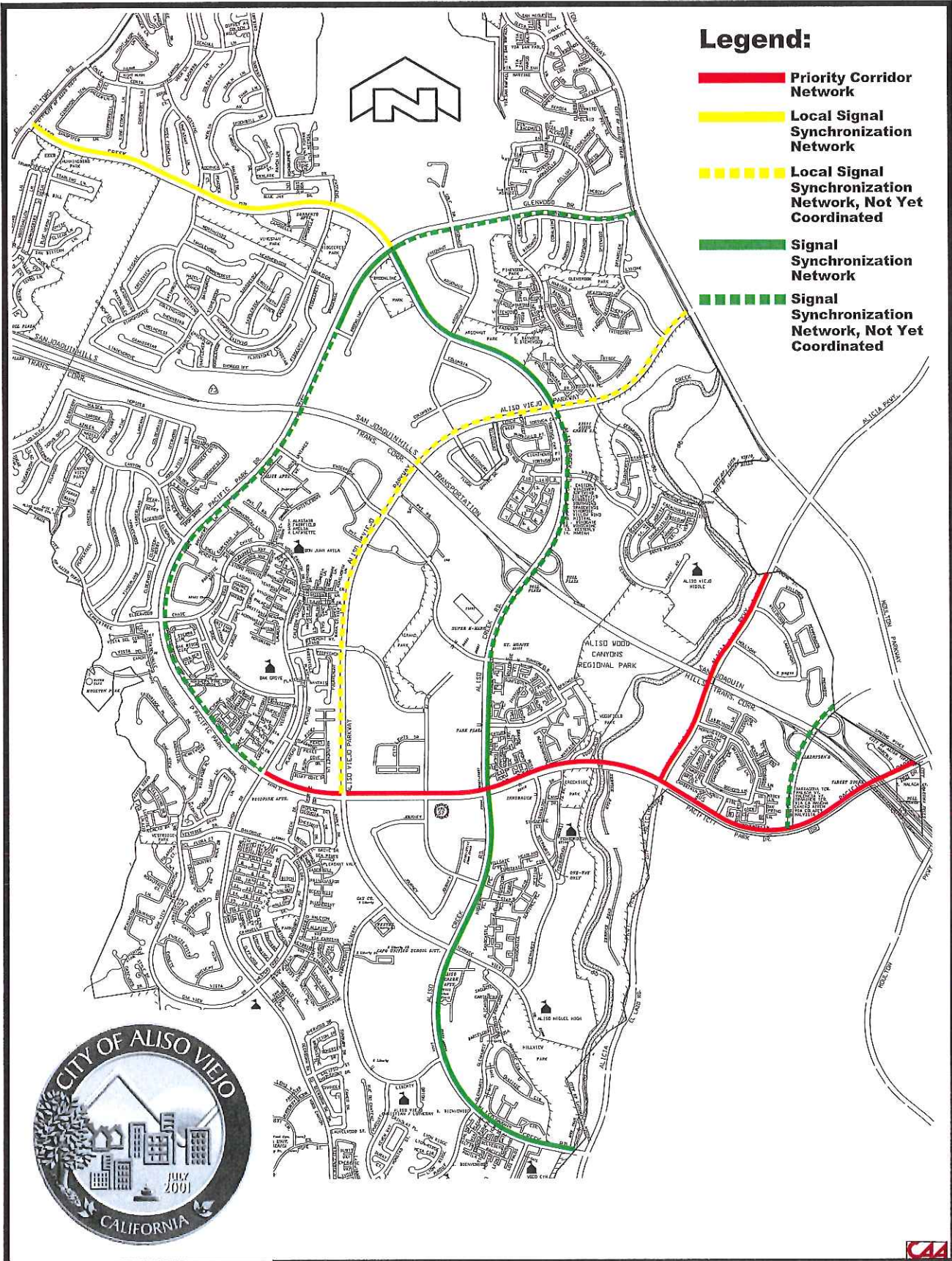
Signature

6/29/17
Date

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

Legend:

-  Priority Corridor Network
-  Local Signal Synchronization Network
-  Local Signal Synchronization Network, Not Yet Coordinated
-  Signal Synchronization Network
-  Signal Synchronization Network, Not Yet Coordinated





City of Anaheim
DEPARTMENT OF PUBLIC WORKS

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

Rudy Emami
Director of Public Works

Enclosures

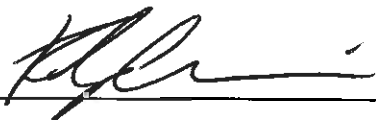
- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Anaheim Plan Date: June 7, 2017

Local Agency Statement	Page(s) in LSSP	Provided
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Pages 5-15	YES
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 16-17, 26	YES
3) Traffic signal inventory for all traffic signal synchronization street routes.	Attachment 3	YES
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost	Pages 25-26	YES
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Attachments 5,6	YES

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



Rudy Emami, Director of Public Works

6/26/17

Date

City of Anaheim

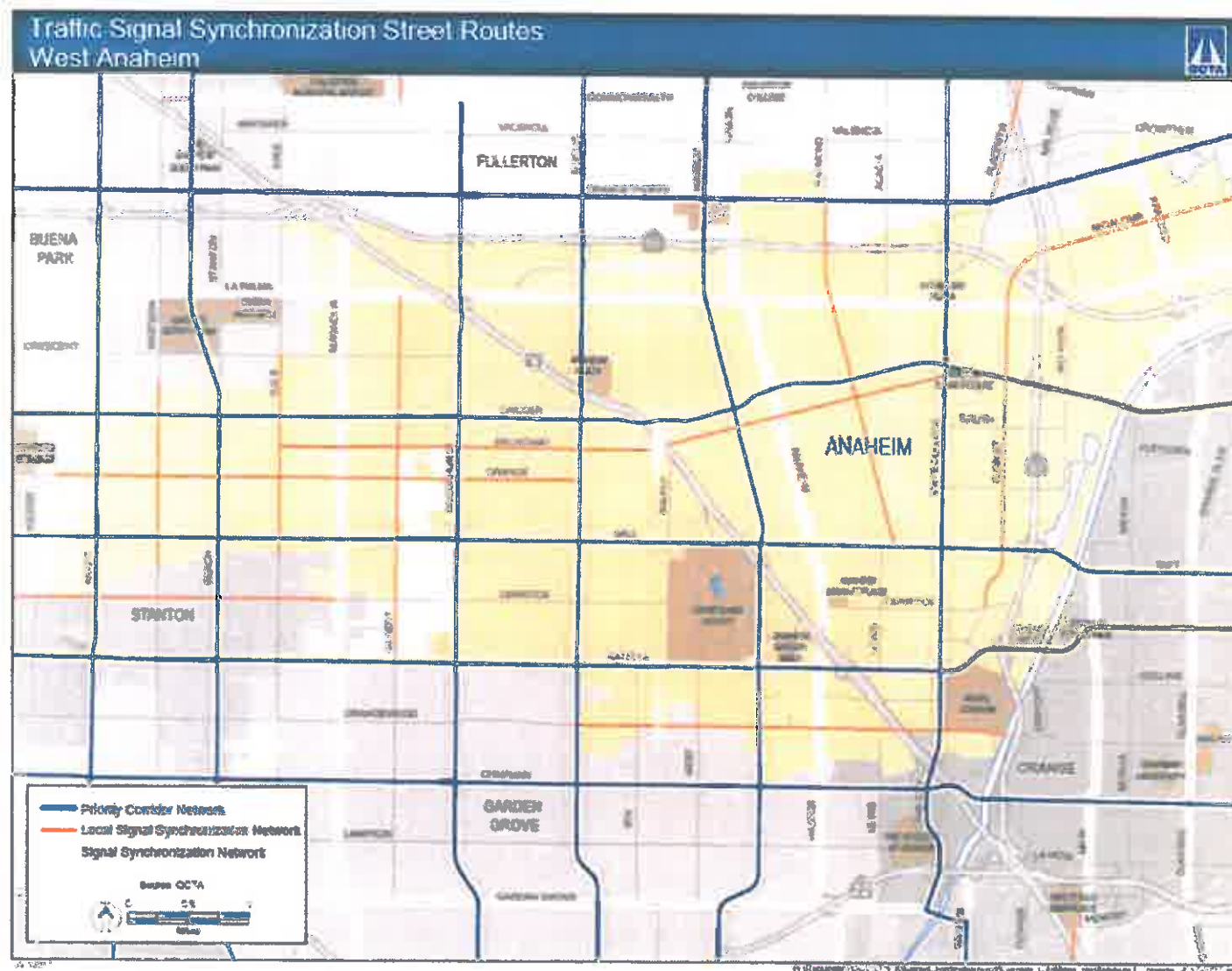


FIGURE 11A – CITY OF ANAHEIM SYNCHRONIZED ARTERIAL NETWORK

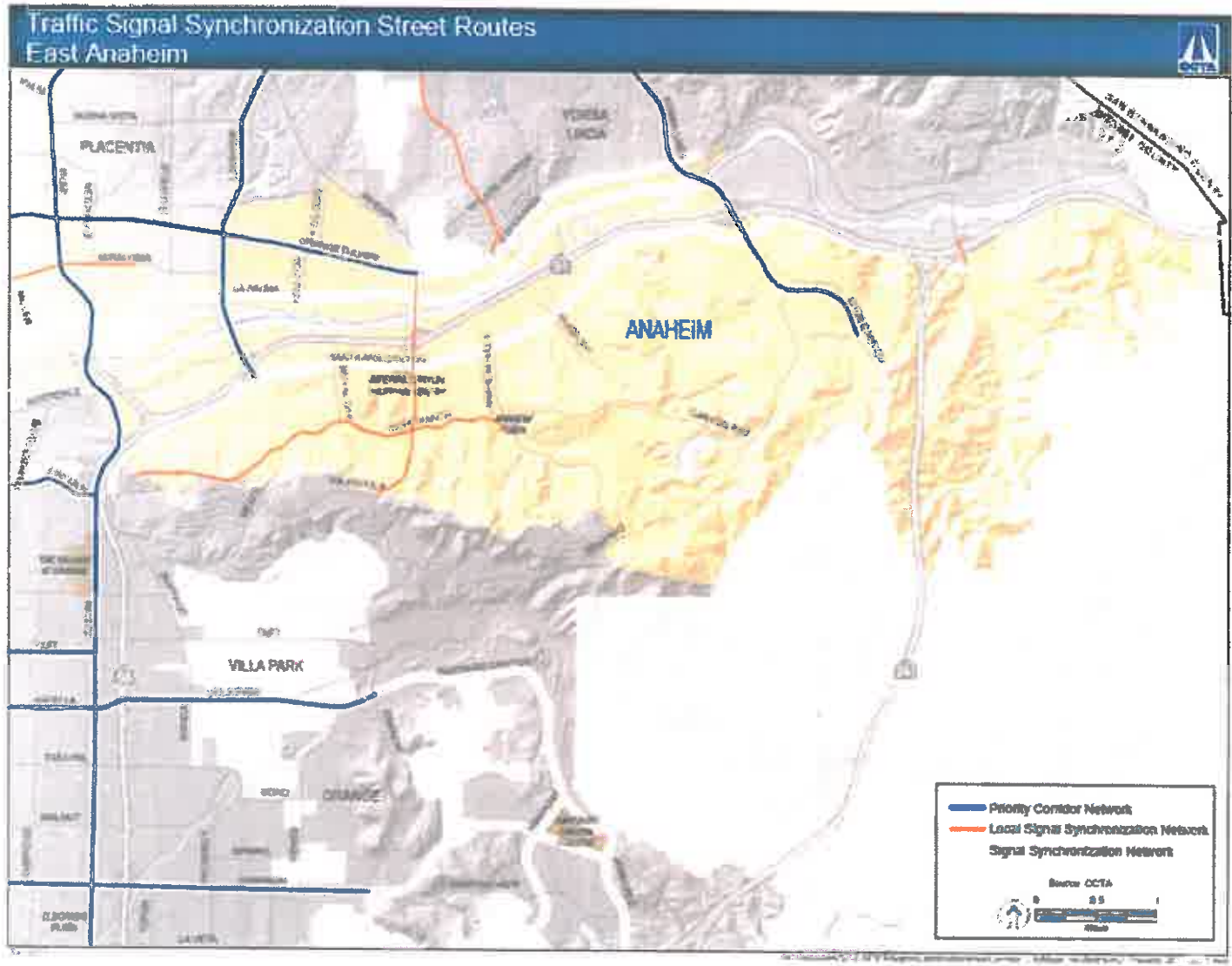


FIGURE 11B – CITY OF ANAHEIM SYNCHRONIZED ARTERIAL NETWORK



City of Brea

June 20, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call Lew Gluesing, City Traffic Engineer at (714) 990-7742.

Sincerely,

Steve Kooyman, P.E.
City Engineer

Enclosures

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

City Council

Cecilia Hupp
Mayor

Glenn Parker
Mayor Pro Tem

Christine Marick
Council Member

Marty Simonoff
Council Member

Steven Vargas
Council Member

Civic & Cultural Center • 1 Civic Center Circle • Brea, California 92821-5732 • 714/990-7600 • FAX 714/990-2258 • www.cityofbrea.net

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

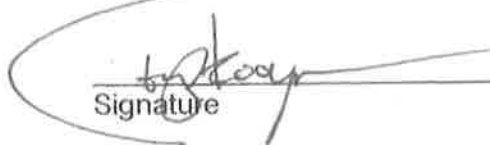
The Local Agency Name: City of Brea Plan Date: June 20, 2017

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

Complete the table below:

Local Agency Statement	Page #'s In LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1 - 3	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	4 - 6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	7 - 9	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	10 - 13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14 - 18	Provided

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


Signature

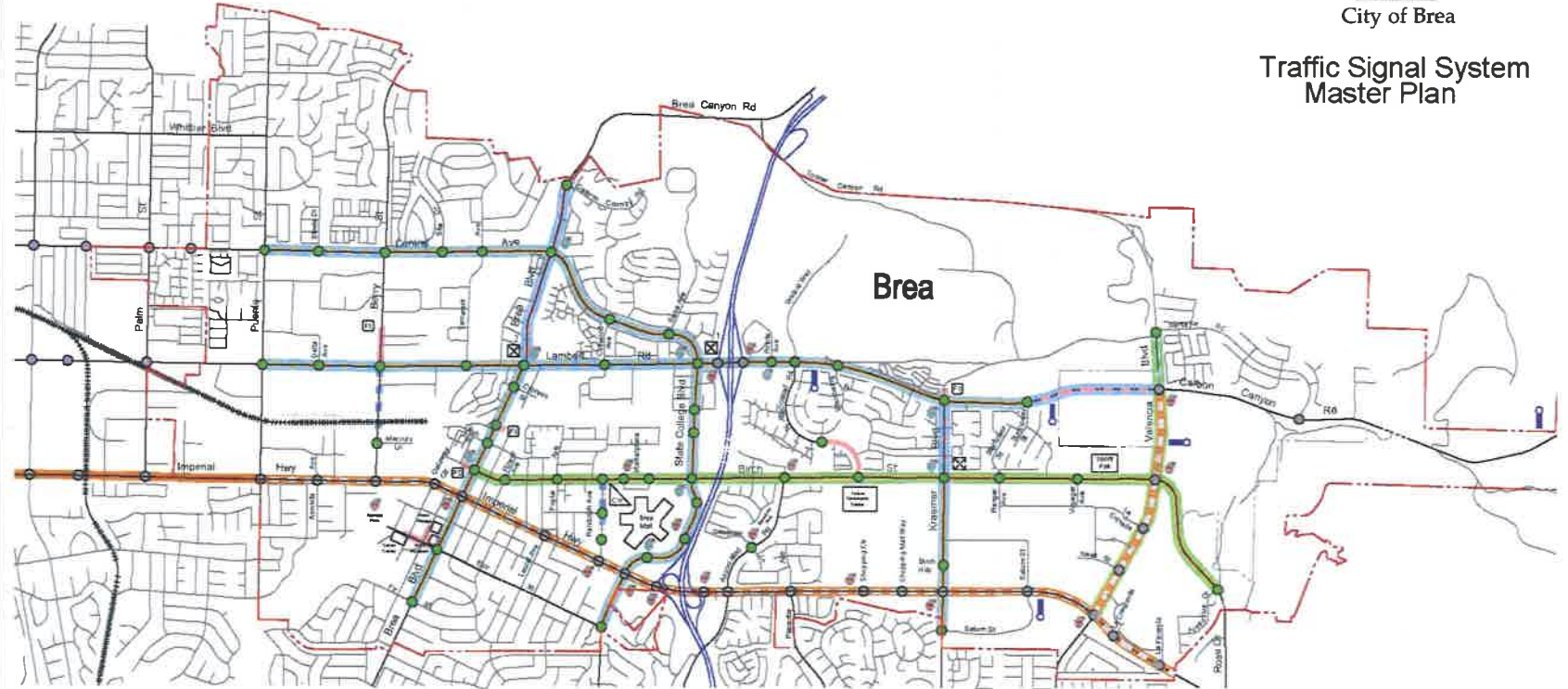
6/20/17
Date

Steve Kooyman, P.E., City Engineer, City of Brea
Printed Name, Title, & Local Agency



City of Brea

Traffic Signal System Master Plan



Legend

Synchronization Routes

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

Traffic Signals

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

Fiber Optic Cable

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

CCTV Cameras

- Proposed CCTV Camera (Short Term)
- Proposed CCTV Camera (Long Term)

Communication Hubs

- Hub Location
- Hub Location (Future)

Changeable Message Signs (CMS)

- Proposed CMS





June 13, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call 714-562-3679.

Sincerely,

A handwritten signature in blue ink, appearing to be "Iris Lee", written over a horizontal line.

Iris Lee, PE, TE
Assistant City Engineer

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST


The Local Agency Name: City of Buena Park Plan Date: June 13, 2017

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

Complete the table below:

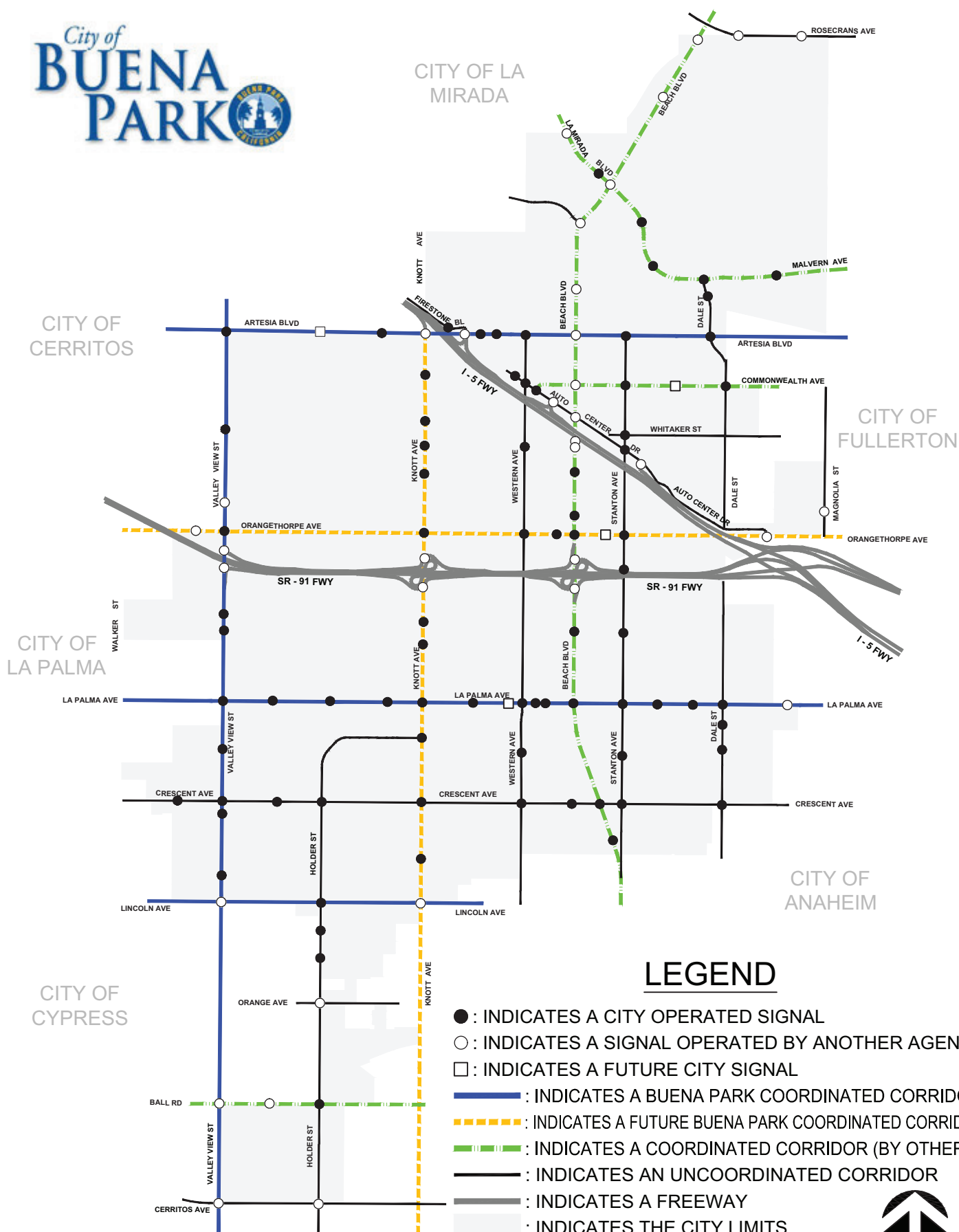
Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-1 to 1-16	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	3-1 to 3-4	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	4-1 to 4-3	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	5-1 to 5-6	Provided

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


6/14/17
 Signature _____ Date _____

Iris Lee, Assistant City Engineer, Public Works Department, City of Buena Park

 Printed Name, Title



LEGEND

- : INDICATES A CITY OPERATED SIGNAL
- : INDICATES A SIGNAL OPERATED BY ANOTHER AGENCY
- : INDICATES A FUTURE CITY SIGNAL
- (Solid Blue) : INDICATES A BUENA PARK COORDINATED CORRIDOR
- - - (Dashed Orange) : INDICATES A FUTURE BUENA PARK COORDINATED CORRIDOR
- - - (Dashed Green) : INDICATES A COORDINATED CORRIDOR (BY OTHERS)
- (Solid Black) : INDICATES AN UNCOORDINATED CORRIDOR
- (Solid Grey) : INDICATES A FREEWAY
- (Dotted Grey) : INDICATES THE CITY LIMITS





CITY OF COSTA MESA

CALIFORNIA 92628-1200

P. O. BOX 1200

FROM THE OFFICE OF THE DIRECTOR, DEPARTMENT OF PUBLIC SERVICES

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans."

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

If you have any questions regarding this application, please contact me at (714) 754-5032.

Sincerely,

Raja Sethuraman
Public Services Director

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Costa Mesa

Plan Date: June 30, 2017

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1 - 6	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	7 - 8	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	9 - 10	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	11 - 15	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	16 - 25	Provided

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



06/30/2017

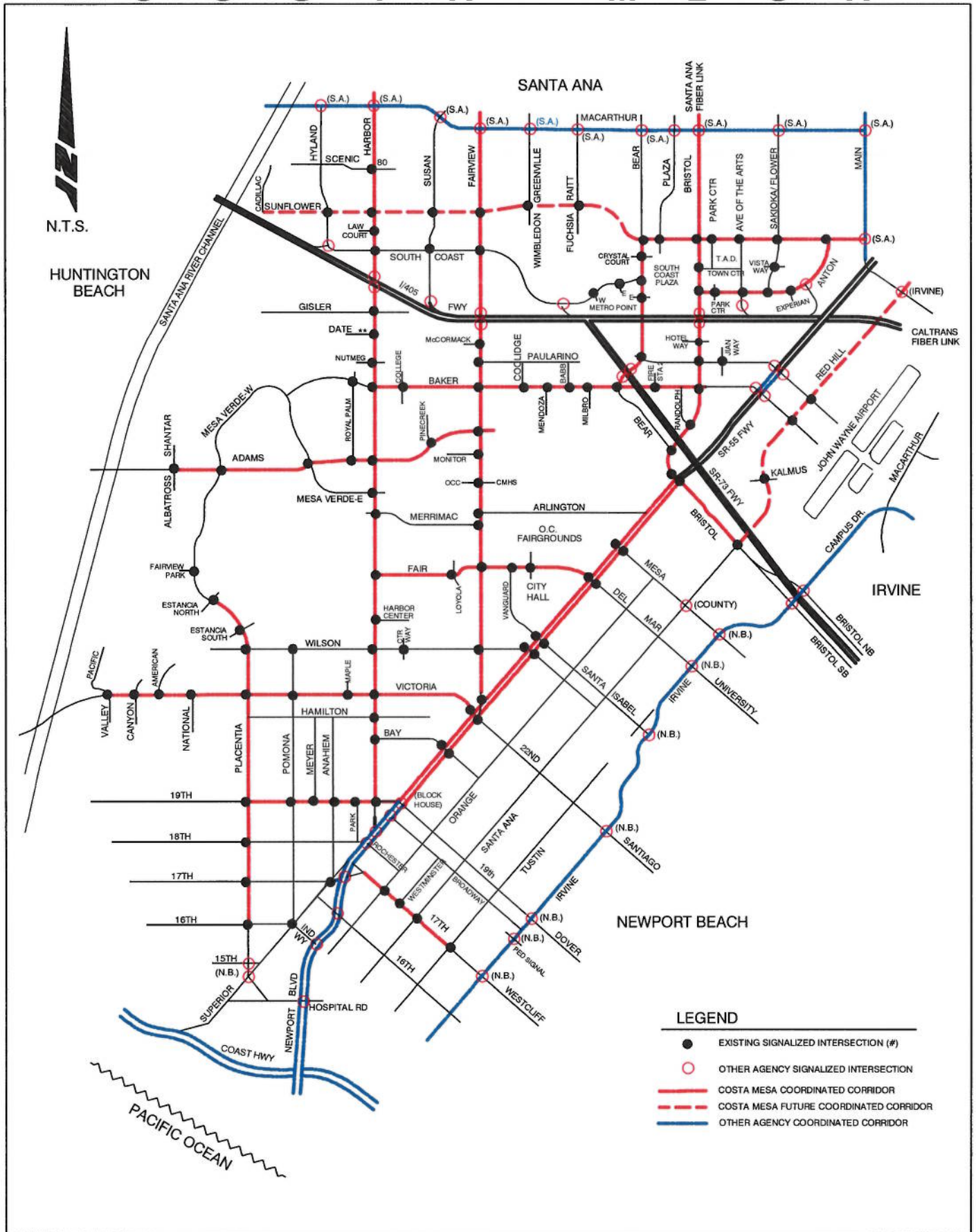
Signature

Date

Raja Sethuraman, Public Services Director, City of Costa Mesa

Printed Name, Title, & Local Agency

C O S T A M E S A



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

June 19, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call me at (714) 647- 3953.

Sincerely,



Fiona Man
Manager, Traffic & Design
OC Public Works

Enclosures

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

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: County of Orange

Plan Date: 6/30/2017

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Page 5-6	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 7-13	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	Page 14-17	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Page 18-21	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Page 22-25	Yes

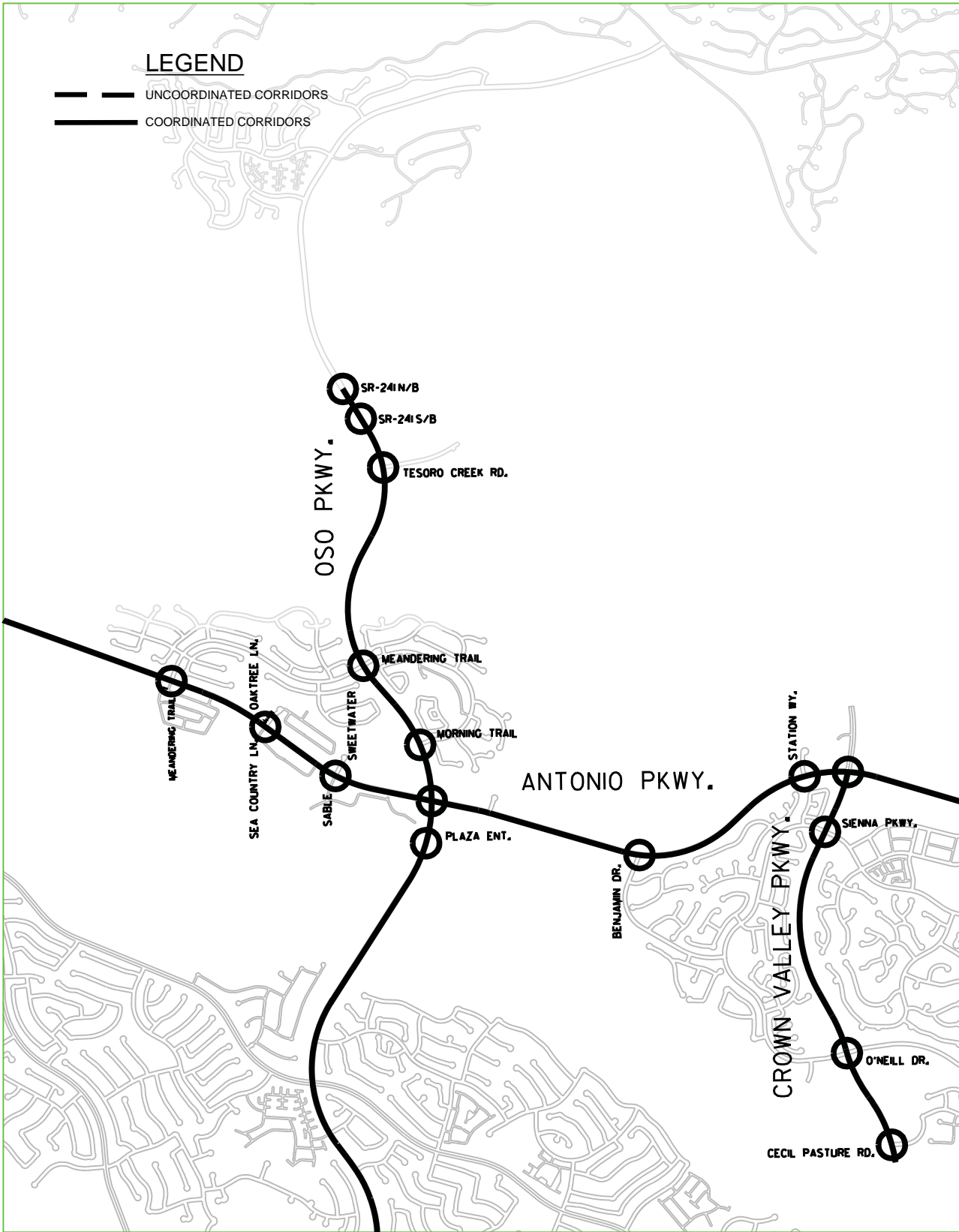
I certify that the above statements are true to the best of my knowledge.



Signature

6/19/2017
Date

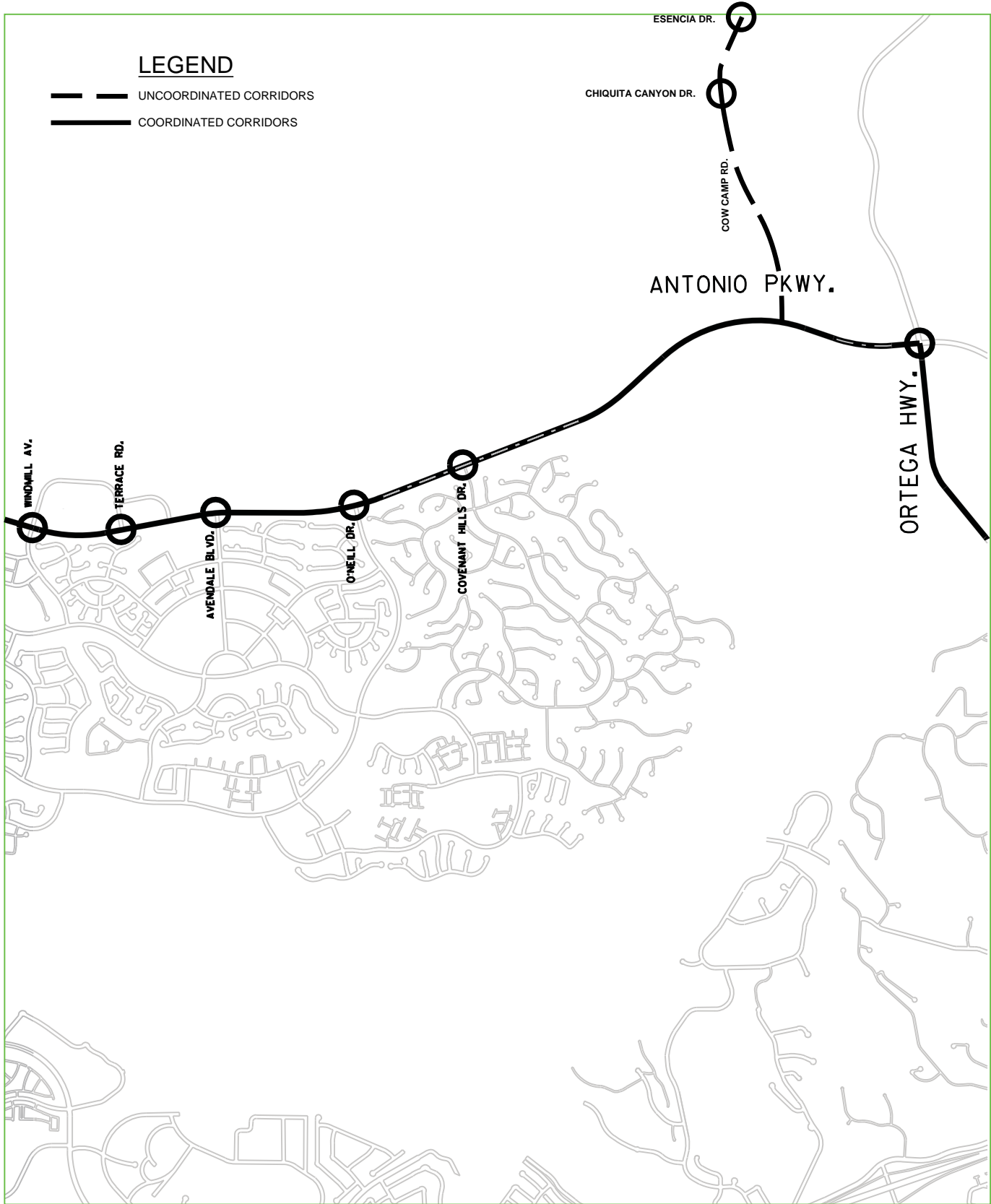
Fiona Man, Manager, Traffic and Design, OC Public Works

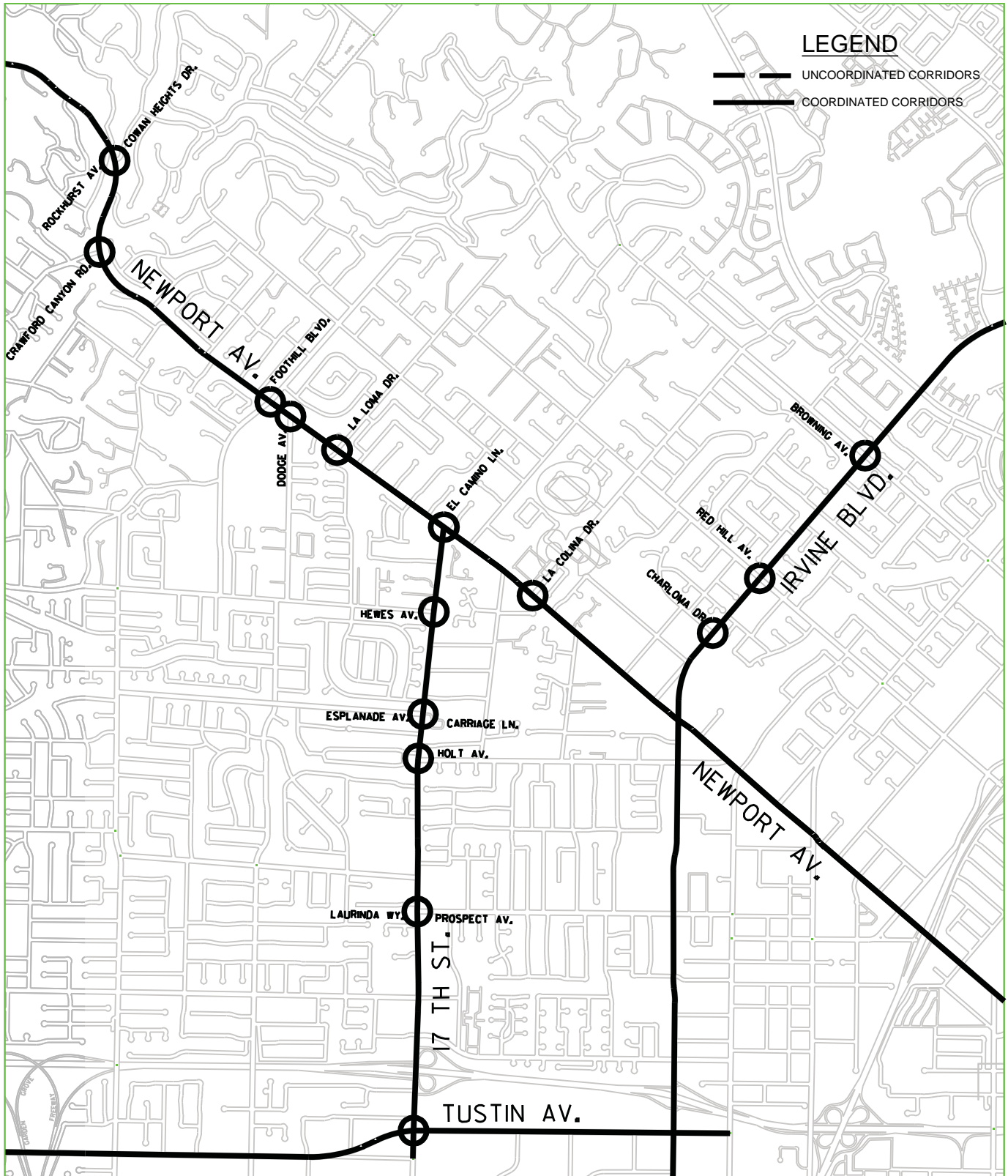


COUNTY OF ORANGE TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

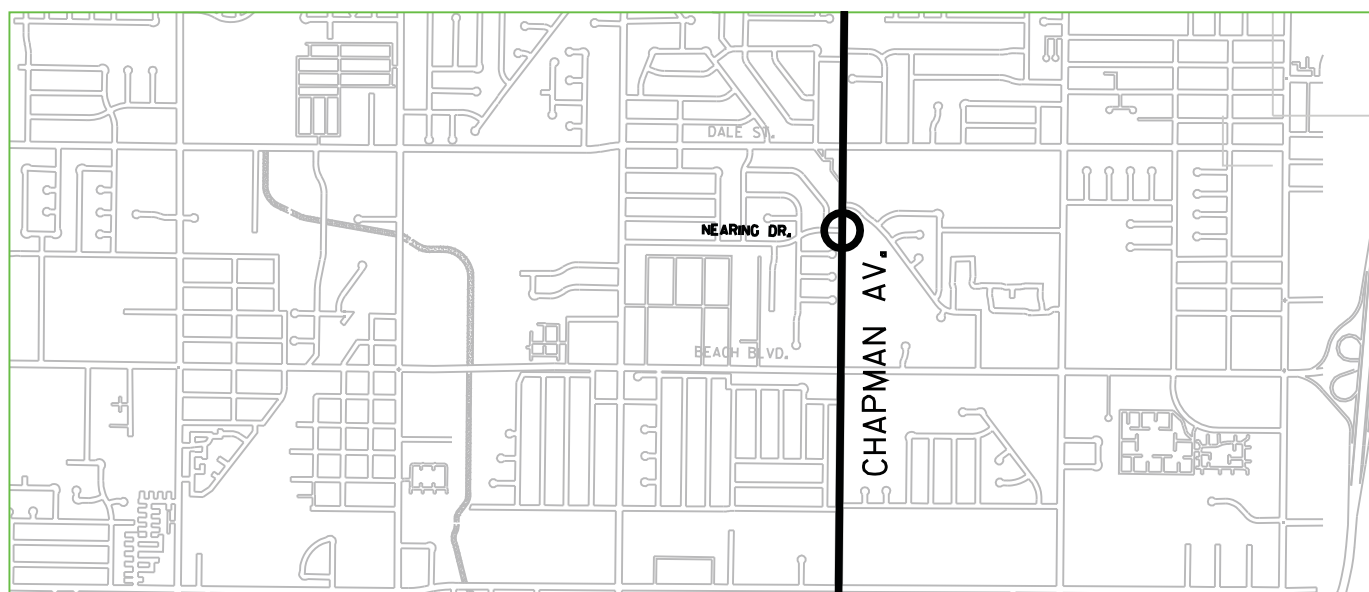
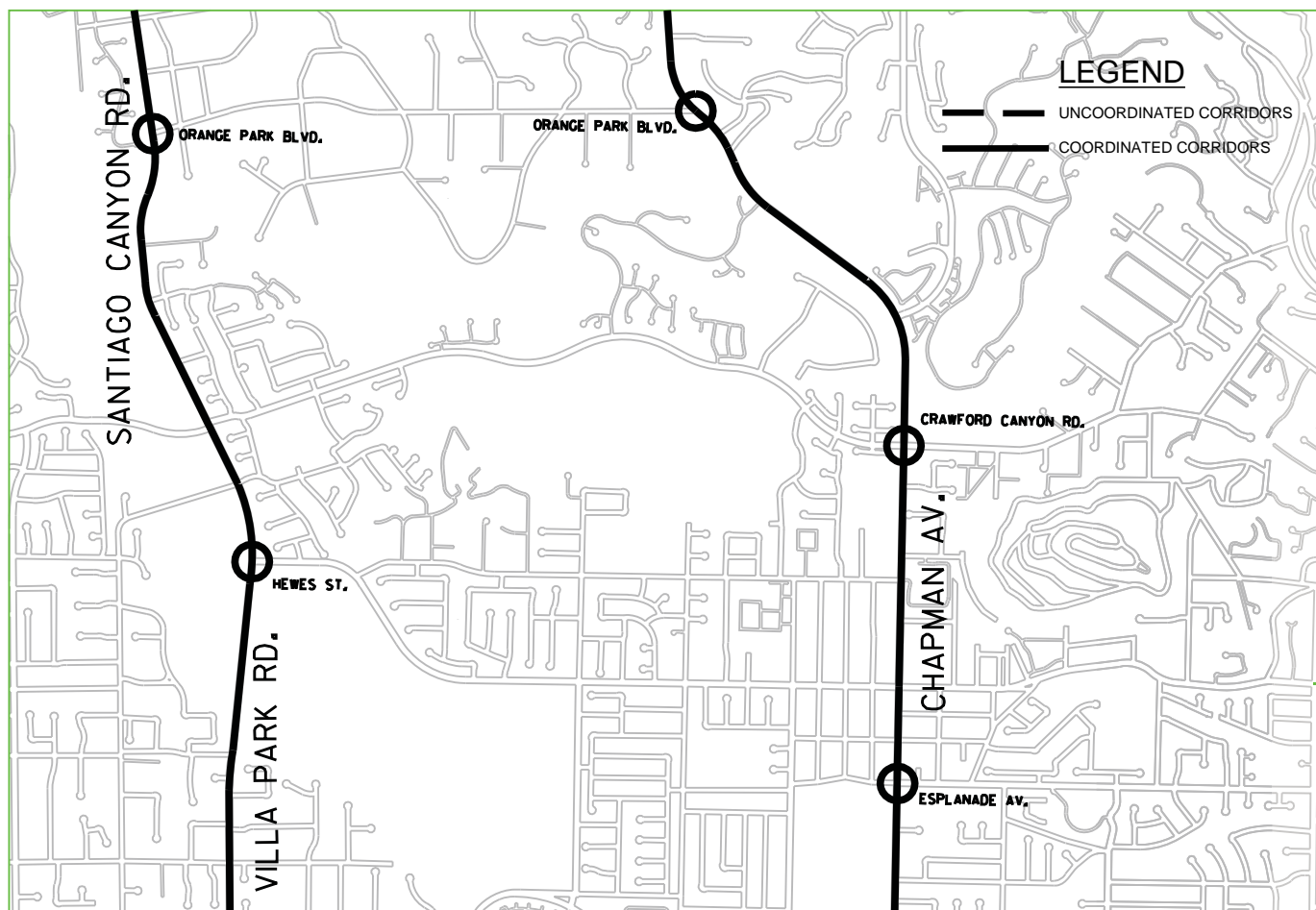
LEGEND

- UNCOORDINATED CORRIDORS
- COORDINATED CORRIDORS

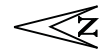




COUNTY OF ORANGE TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES





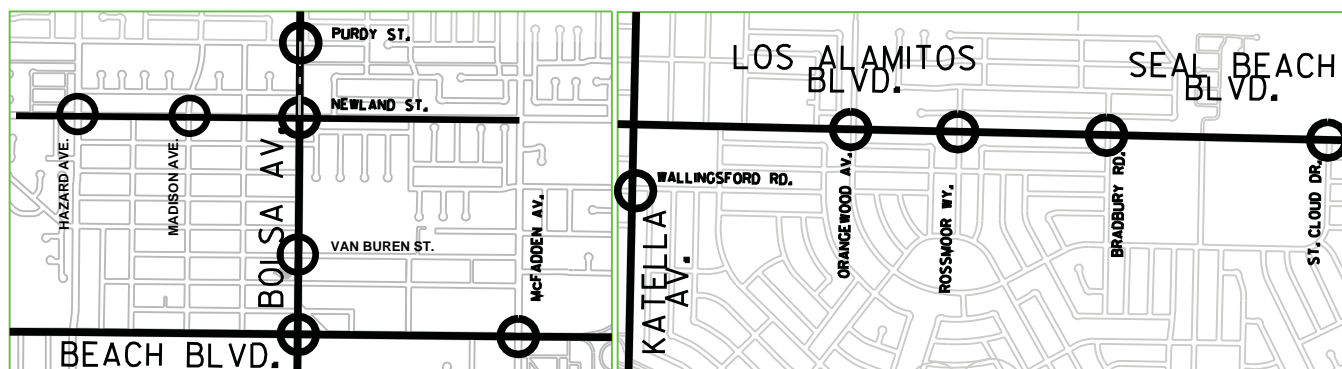
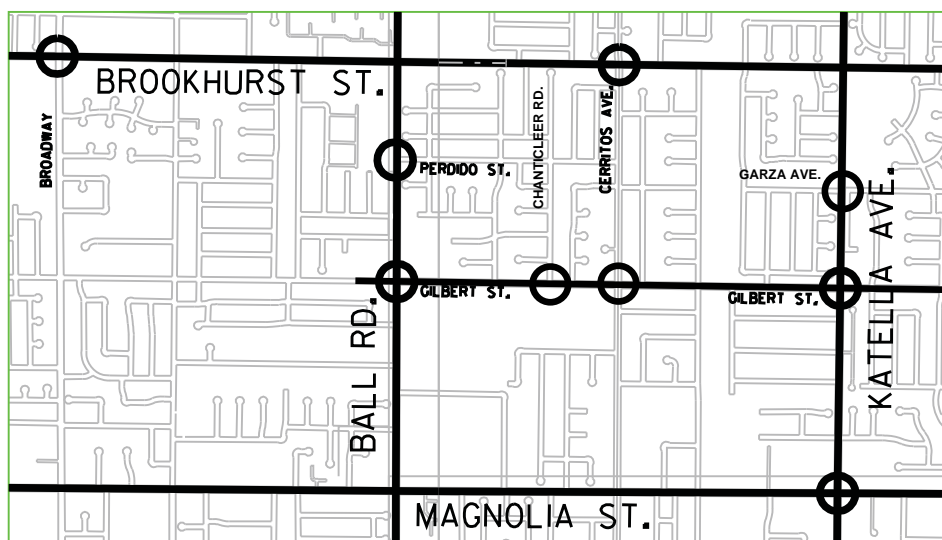
COUNTY OF ORANGE TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES



NOT TO SCALE

LEGEND

-  UNCOORDINATED CORRIDORS
-  COORDINATED CORRIDORS

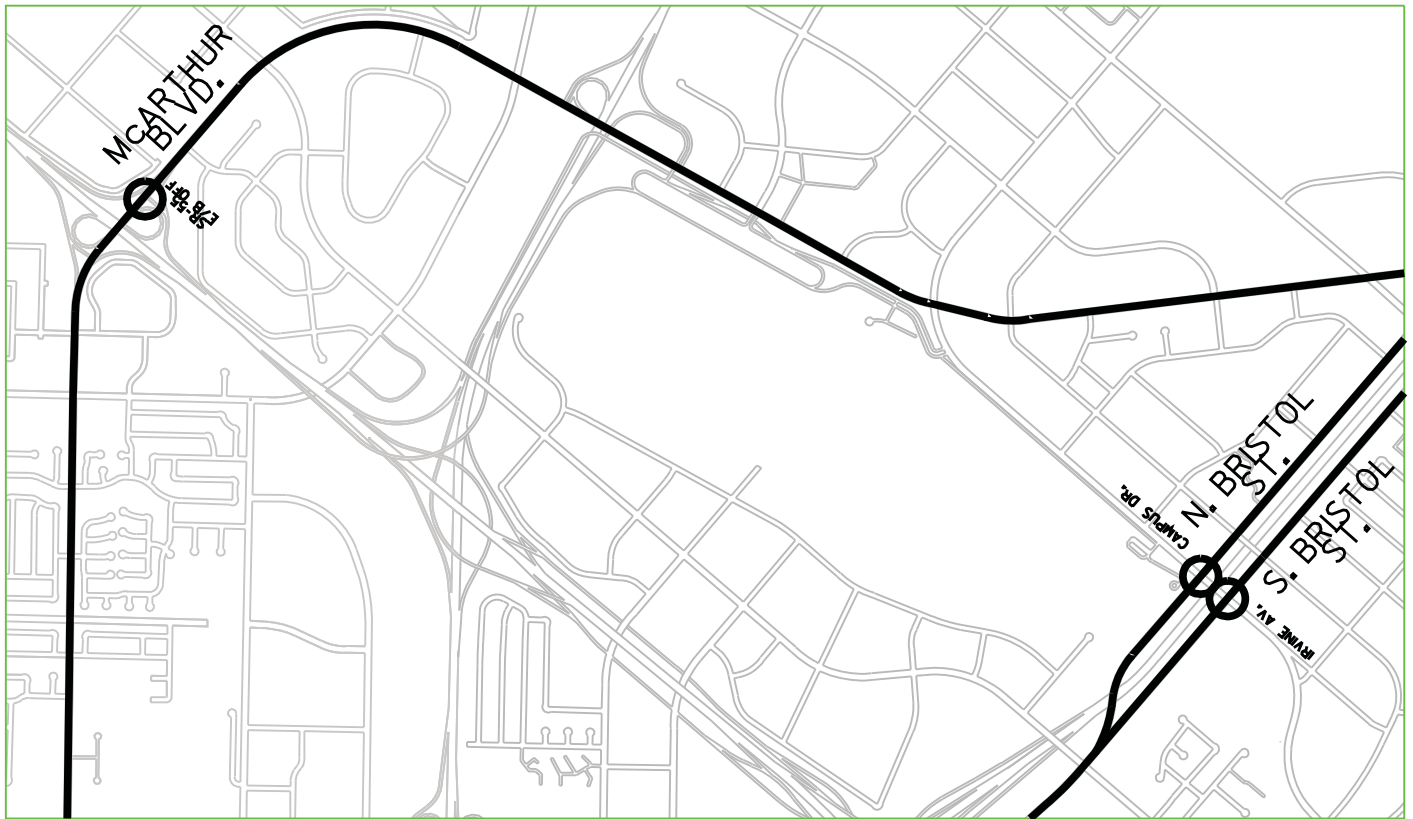
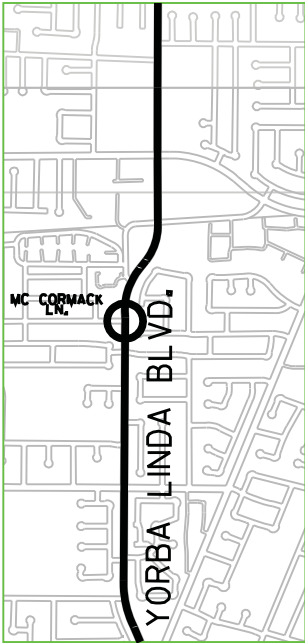


LEGEND

- UNCOORDINATED CORRIDORS
- COORDINATED CORRIDORS



NOT TO SCALE





CITY of CYPRESS

5275 Orange Avenue, Cypress, California 90630

Phone 714-229-6700 www.cypressca.org

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call Associate Engineer/Traffic, Keith Carter at (714) 229-6750.

Sincerely,

Kamran Dadbeh, P.E.
City Engineer

Enclosures

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

Paulo M. Morales, Mayor

Jon E. Peat, Mayor Pro Tem
Rob Johnson, Council Member

Stacy Berry, Council Member
Mariellen Yarc, Council Member

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Cypress Plan Date: June 30, 2017

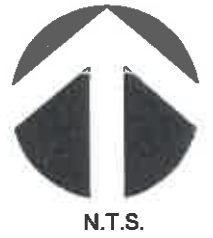
Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation. Complete the table below.

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	7-9	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14-19	Provided

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

Kamran Dadbeh 5-24-17
 Signature Date
Kamran Dadbeh, CITY Engineer, Cypress
 Printed Name, Title, & Local Agency



LA PALMA

BUENA PARK

ANAHEIM

STANTON

KNOTT ST

LOS ALAMITOS

GARDEN GROVE

HAWAIIAN GARDENS

LONG BEACH

LOS ALAMITOS

BLOOMFIELD ST

CRESCENT AVE

LINCOLN AVE

DENNI ST

ORANGE AVE

BALL RD

CERRITOS AVE

KATELLA AVE

MOODY ST

WALKER ST




VALLEY VIEW ST

HOLDER ST

HOLDER ST

ORANGEWOOD AVE

LEGEND

-  REGIONAL CORRIDOR NETWORK
-  NOT COORDINATED AT THIS TIME
-  LOCAL SYNCHRONIZATION NETWORK (IN ADDITION TO OCTA REGIONAL PROGRAM)

TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

DRAWN BY: E.D.

DATE: APRIL, 2017





June 6, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

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

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Dana Point

Plan Date: June 6, 2017

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

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	4-7	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	8-12	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	13-19	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	20-23	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	24-28	Yes

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

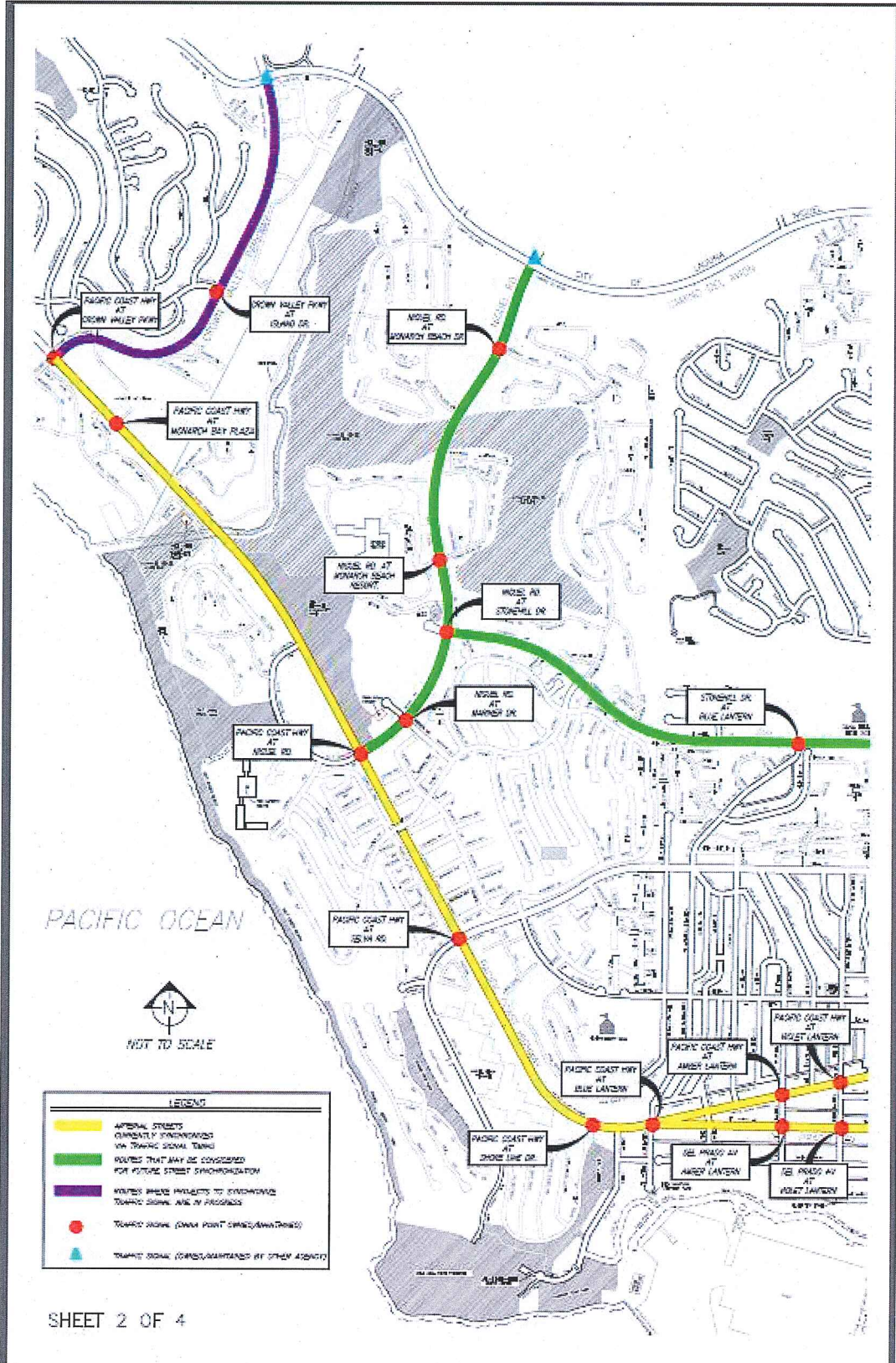


 Signature

5/26/17

 Date

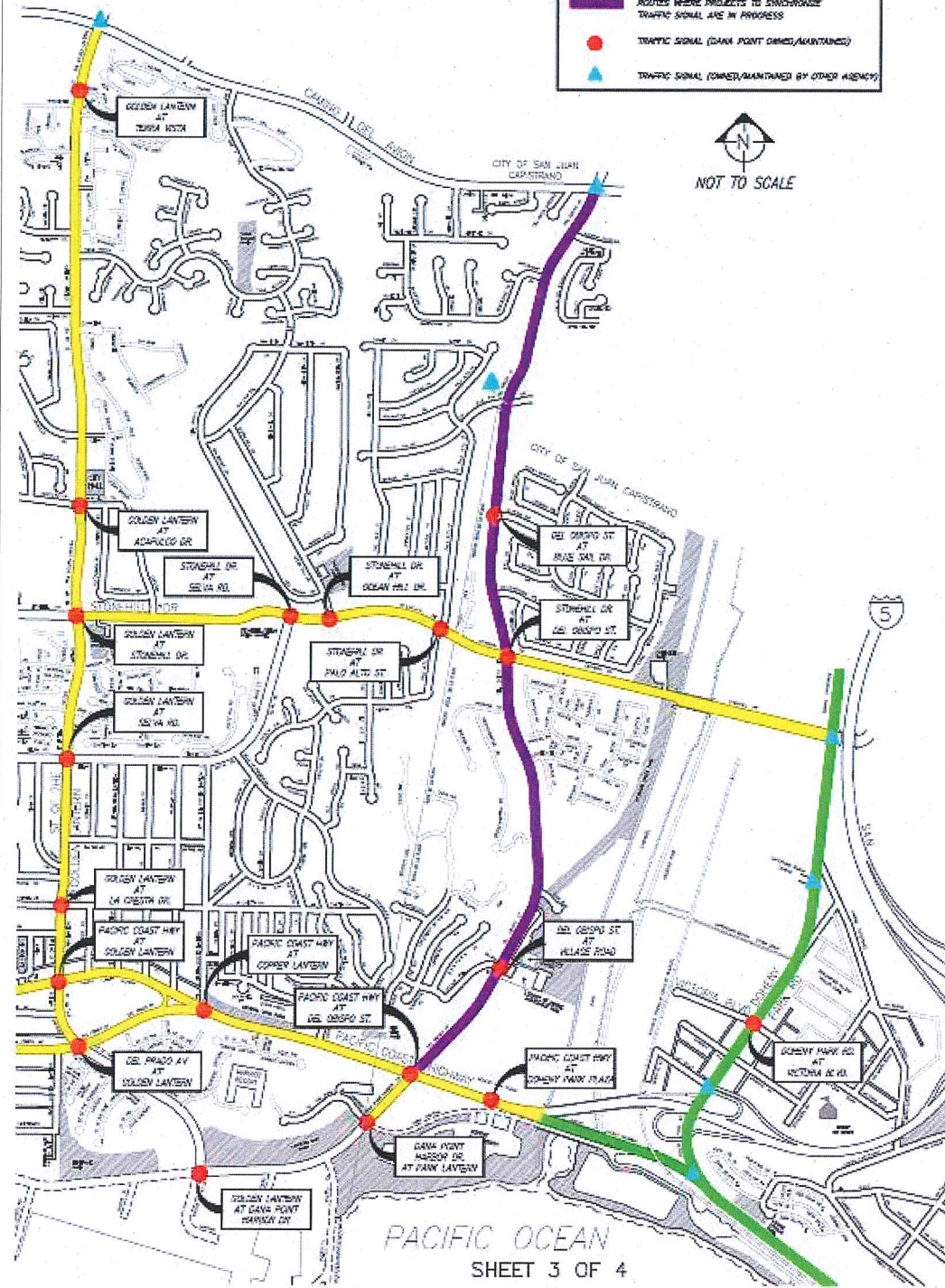
Matthew Sinacori, City Engineer/Deputy Director of Public Works
 Printed Name, Title



LEGEND	
	ARTERIAL STREETS CURRENTLY SYNCHRONIZED VIA TRAFFIC SIGNAL TIMING
	ROUTES THAT MAY BE CONSIDERED FOR FUTURE STREET SYNCHRONIZATION
	ROUTES WHERE PROJECTS TO SYNCHRONIZE TRAFFIC SIGNAL ARE IN PROGRESS
	TRAFFIC SIGNAL (DATA POINT OWNED/MAINTAINED)
	TRAFFIC SIGNAL (OWNED/MAINTAINED BY OTHER AGENCY)



NOT TO SCALE



PACIFIC OCEAN
SHEET 3 OF 4

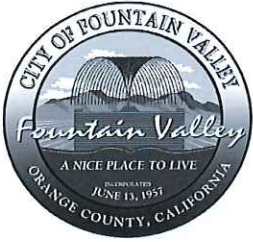
LEGEND	
	ARTERIAL STREETS CURRENTLY SYNCHRONIZED VIA TRAFFIC SIGNAL TIMING
	ROUTES THAT MAY BE CONSIDERED FOR FUTURE STREET SYNCHRONIZATION
	ROUTES WHERE PROJECTS TO SYNCHRONIZE TRAFFIC SIGNALS ARE IN PROGRESS
	TRAFFIC SIGNAL (OWNERS/MAINTAINED)
	TRAFFIC SIGNAL (OWNED/MAINTAINED BY OTHER AGENCY)



NOT TO SCALE



SHEET 4 OF 4



CITY OF FOUNTAIN VALLEY

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

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call Temo Galvez at (714) 593-4517

CITY OF FOUNTAIN VALLEY


Mark Lewis, P.E.
Director of Public Works/City Engineer

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

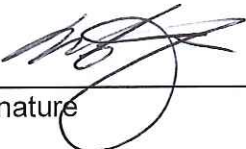
The Local Agency Name: City of Fountain Valley Plan Date: _____

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or (N/A)
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	2-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	7-67	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	68-71	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	72-82	Provided

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

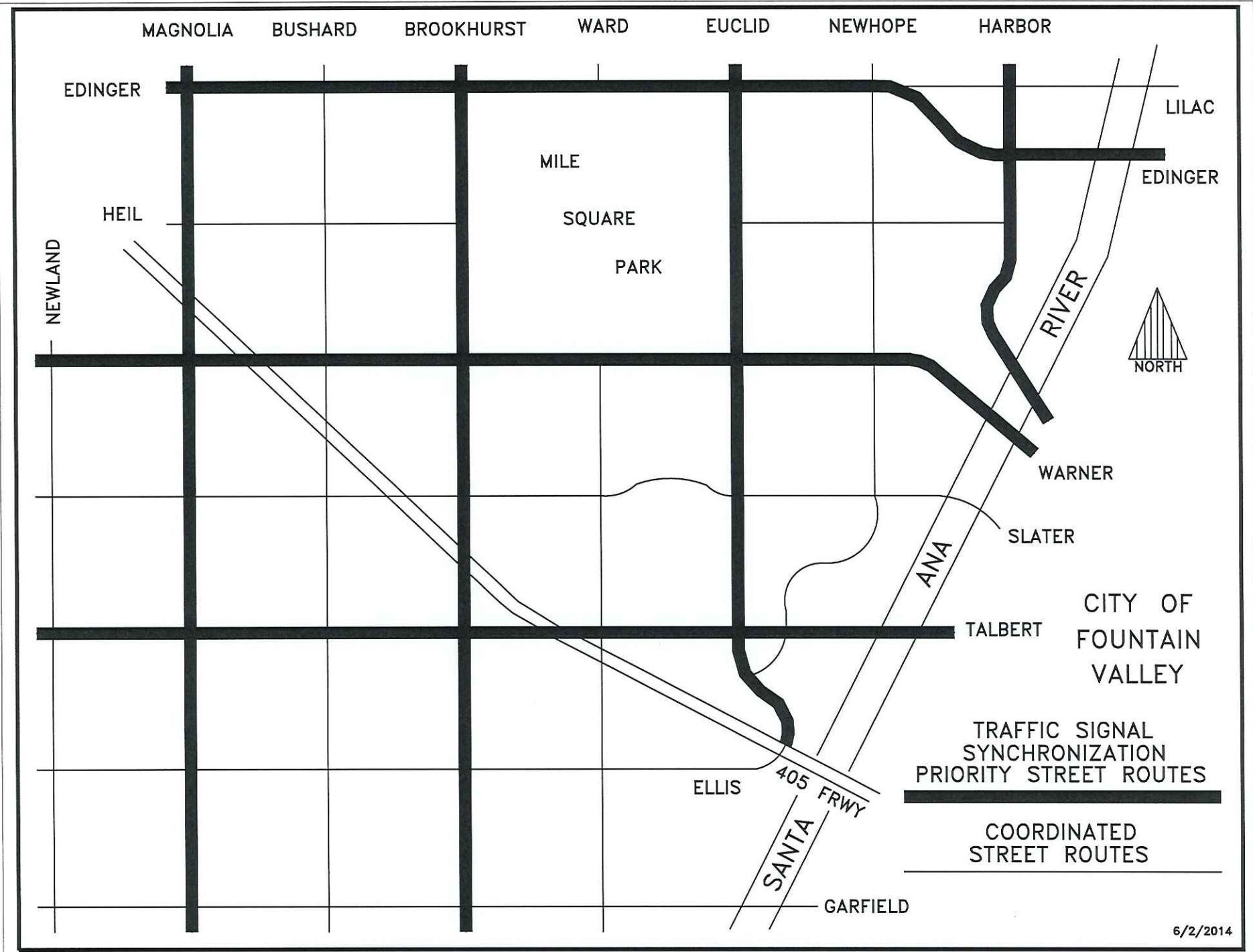


Signature

 Date

6.15.17

Mark Lewis, Director of Public Works/City Engineer, City of Fountain Valley





CITY OF FULLERTON

Public Works Department - Engineering Division

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

Dave Langstaff
Traffic Engineering Analyst, City of Fullerton

Enclosures

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

THE EDUCATION COMMUNITY

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Fullerton Plan Date: June 30, 2017

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

Complete the table below:

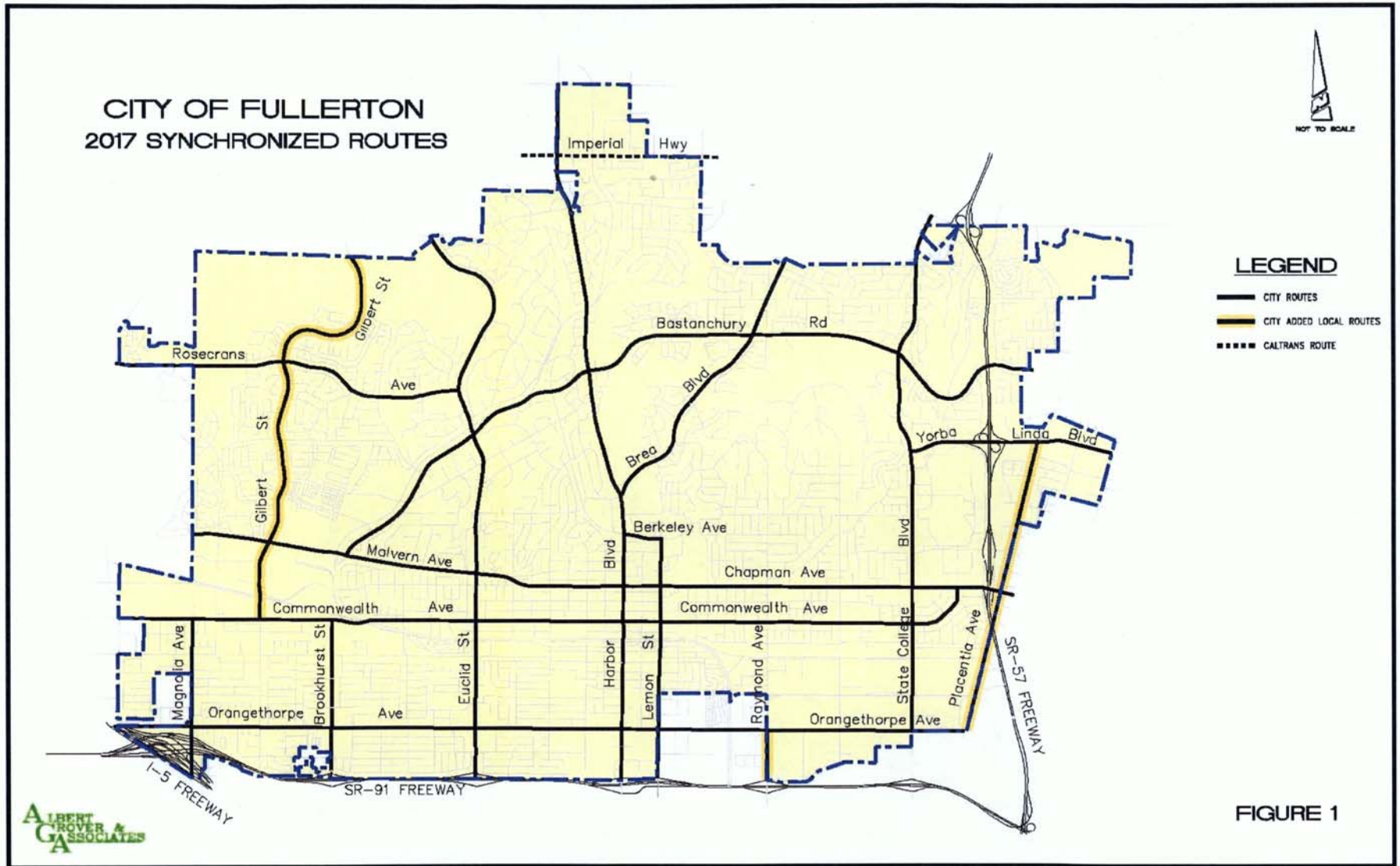
Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-1	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	3-1	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	4-1	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	5-1	Yes

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


Signature

6/30/17
Date

Dave Langstaff, Traffic Engineering Analyst, City of Fullerton
Printed Name, Title, & Local Agency



\\Fullerton\... \LSSP Fullerton Map 2017.dwg



CITY OF GARDEN GROVE

June 30, 2017

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

Steven R. Jones
Mayor

Phat Bui
Mayor Pro Tem - District 4

Kris Beard
Council Member - District 1

John R. O'Neill
Council Member - District 2

Thu-Ha Nguyen
Council Member - District 3

Stephanie Klopfenstein
Council Member - District 5

Kim Bernice Nguyen
Council Member - District 6

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

Dai Vu, P.E.
City Traffic Engineer

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Garden Grove Plan Date: June 30, 2017

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	4-5	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	8-12	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	13-16	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	17-21	Provided

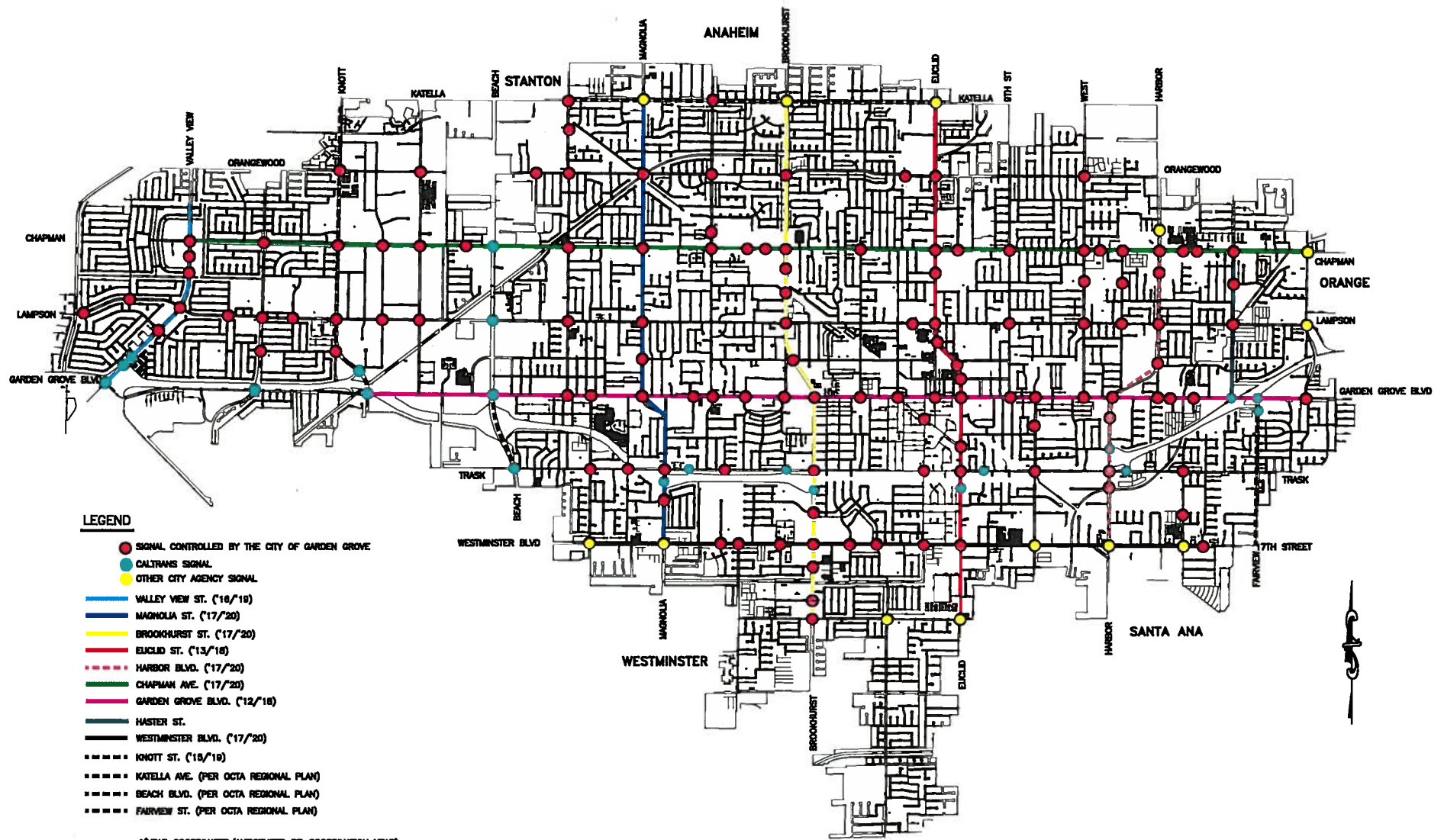
I certify that the above statements are true to the best of my knowledge.



 Signature 6/12/17
 Date

 Dai Vu, City Traffic Engineer, City of Garden Grove
 Printed Name, Title, & Local Agency

CITY OF GARDEN GROVE LOCAL SIGNAL COORDINATION PLAN



LEGEND

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

(*YEAR COORDINATED/ANTICIPATED RE-COORDINATION YEAR)



City of Huntington Beach

2000 Main Street ♦ PO Box 190 ♦ CA 92648

Travis K. Hopkins, PE
Director

Department of Public Works
(714) 536-5431

June 1, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/2020 including and all required elements as identified in the *Guidelines for the Preparation of Local Signal Synchronization Plans*.

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

If you have any questions, please call me at (714) 536-5431.

Sincerely,

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

WFJ

Enclosures

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Huntington Beach Plan Date: 6/01/17

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

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1,2,19	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3,4	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	5-9	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	12-15	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	15-19	Yes

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

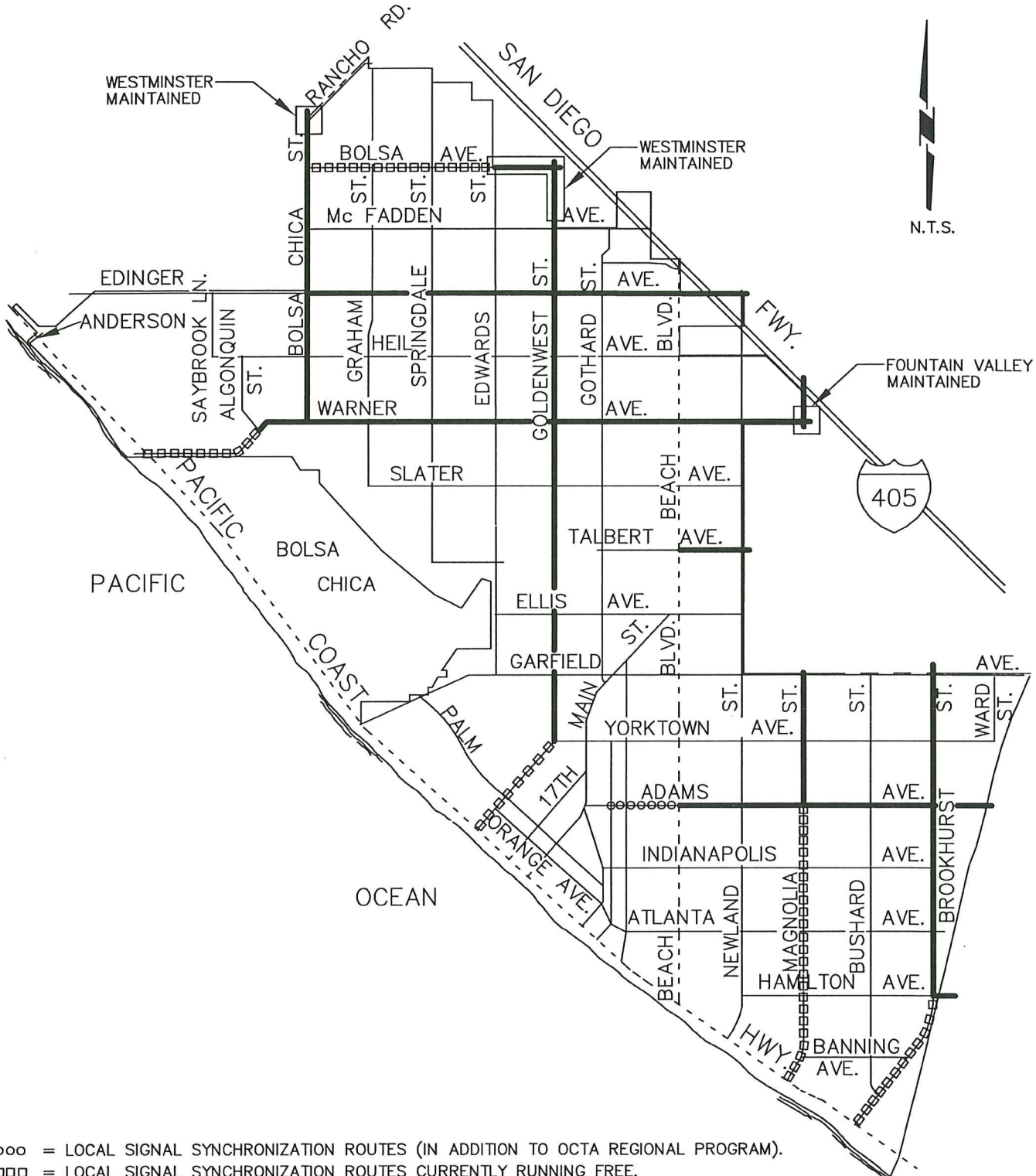
Willaim F. Janusz
Signature

6/01/17
Date

Willaim F. Janusz, P.E., PTOE

Principal Civil Engineer

Printed Name, Title



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

CITY OF HUNTINGTON BEACH * PUBLIC WORKS * TRAFFIC ENGINEERING



SIGNAL SYNCHRONIZATION ROUTES

FIGURE
1



June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please contact me at (949) 724-6369 or jbourgeois@cityofirvine.org.

Sincerely,

Jaimee Bourgeois, P.E.
City Traffic Engineer

Enclosures

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


LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Irvine Plan Date: June 30, 2017

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

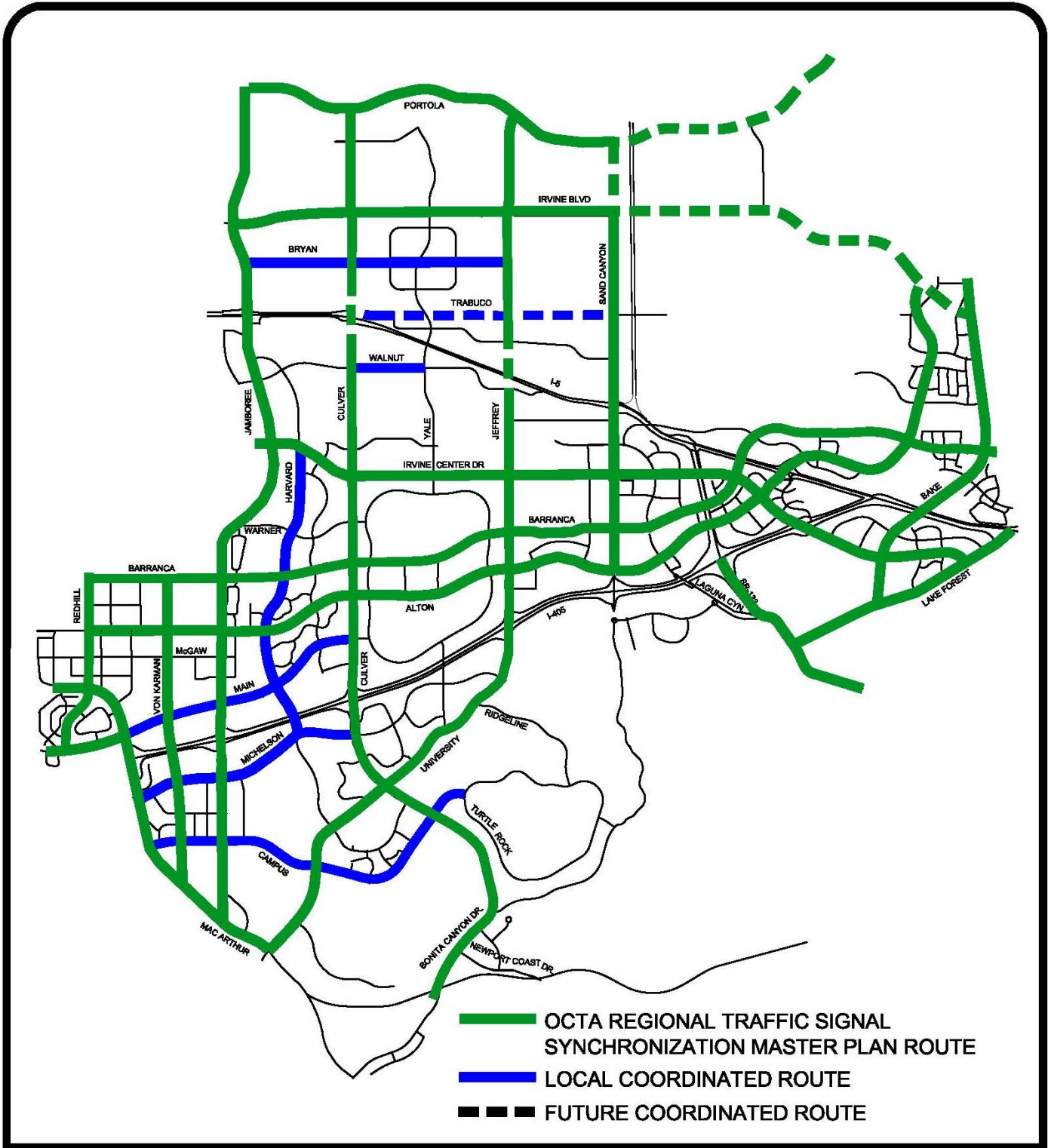
Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	8-16	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.	17-20	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	21-29	Provided

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

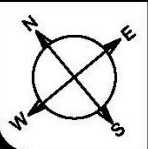


 Signature 4/24/17
 Date

 Printed Name, Title
 Jaimee Bourgeois, P.E., City Traffic Engineer



CITY OF IRVINE * PUBLIC WORKS



SIGNAL SYNCHRONIZATION STREET ROUTES

EXHIBIT 1 – City of Irvine Signal Synchronization Street Routes



City of La Habra

"A Caring Community"

ADMINISTRATIVE BUILDING

201 E. La Habra Boulevard
Post Office Box 337
La Habra, CA 90633-0785
Office: (562) 383-4010
Fax: (562) 383-4474

June 22, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

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

Enclosures

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

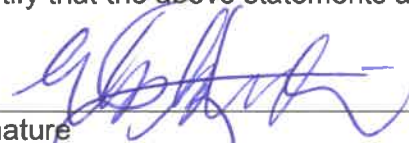

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of La Habra Plan Date: June 22, 2017

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

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-1	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	3-1	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	4-1	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	5-1	Yes

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

Signature Date

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

Printed Name, Title, & Local Agency

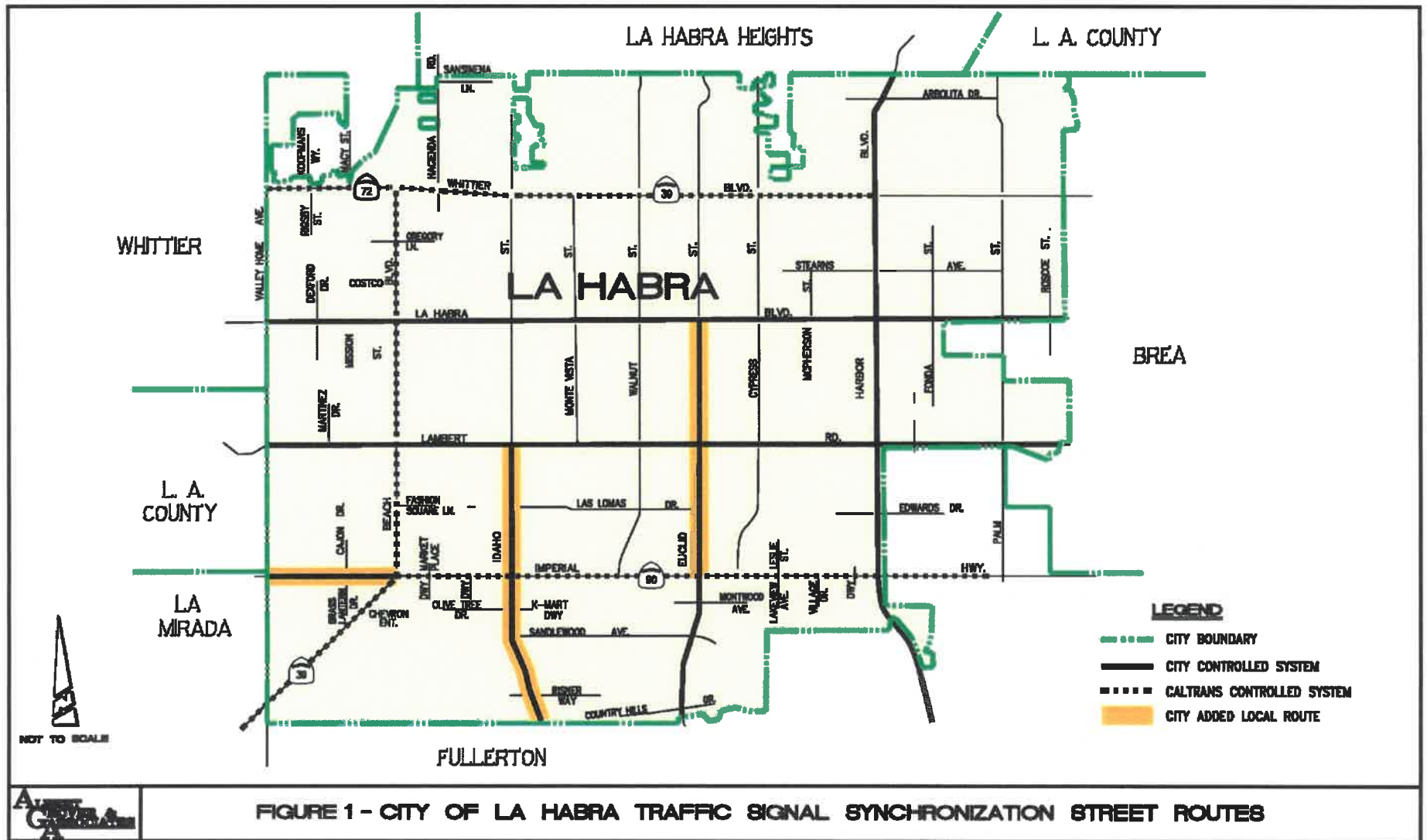
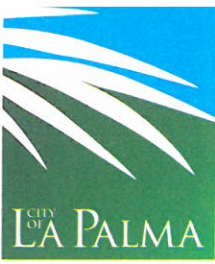


FIGURE 1 - CITY OF LA HABRA TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

La Habra\Local Signal Synchronization Plan\GIS\La Habra Map 2017.dwg



June 1, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,

Douglas Benash, P.E.
City Engineer

Enclosures:

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

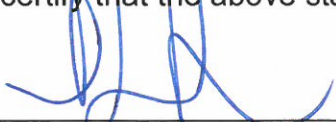
**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: **CITY OF LA PALMA** Plan Date: **JUNE 30, 2017**

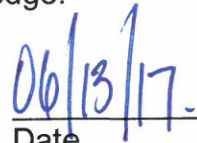
Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

Local Agency Statement	Page(s) in LSSP	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	PAGES 2-4	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-9	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	PAGES 10-13	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 14-18	Provided

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



Signature



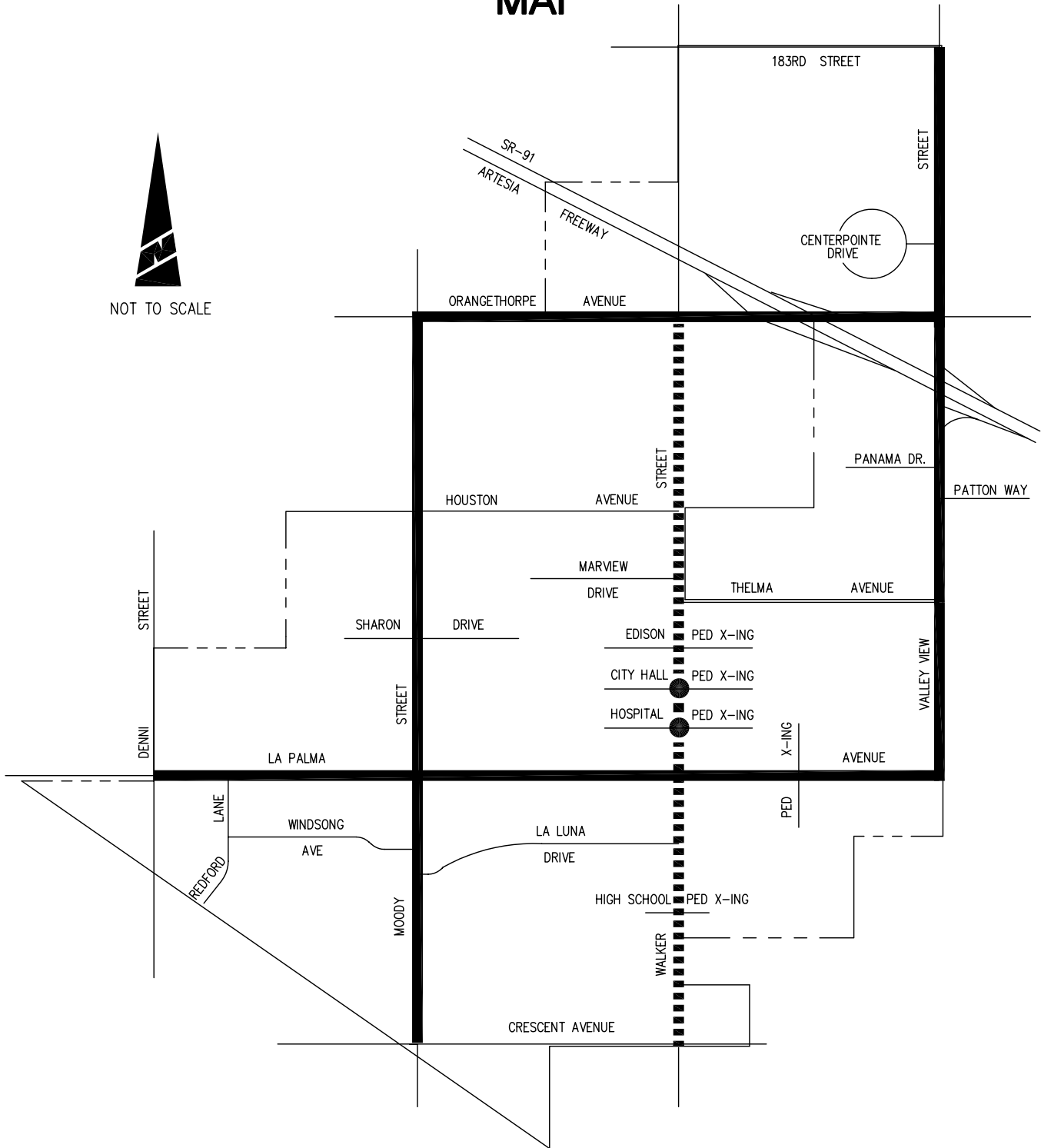
Date

Douglas Benash, P.E., City Engineer, City of La Palma
Printed Name, Title, & Local Agency

CITY OF LA PALMA 2017 TRAFFIC SIGNAL SYNCHRONIZATION MAP



NOT TO SCALE



- EXISTING INTER-JURISDICTIONAL ROUTE =
- PROPOSED JURISDICTIONAL ROUTE =
- PROPOSED CONTROLLER UPGRADE =

LEGEND



June 28, 2017

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

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

Dear Mr. Tan:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/2020, including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please contact Mark Trestik at (949) 497-0300 or mtrestik@lagunabeachcity.net.

Sincerely,

A handwritten signature in blue ink that reads "Shohreh Dupuis".

Shohreh Dupuis
Director of Public Works

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Laguna Beach

Date: June 28, 2017

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

Local Agency Statement	Page #s in LSSP	Provided or N/A
1. Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	4 - 5	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6 - 7	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	8 - 9	Provided
4. Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	10 - 13	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14-19	Provided

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

Shohreh Dupuis
Signature

6/28/17
Date

Shohreh Dupuis, Assistant City Manager/Director of Public Works
Printed Name, Title



CITY OF LAGUNA HILLS

June 7, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,

Kenneth H. Rosenfield, P.E.
Director of Public Services

Enclosures:

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

**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: **CITY OF LAGUNA HILLS** Plan Date: **JUNE 30, 2017**

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

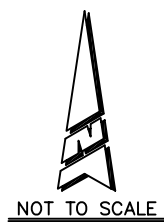
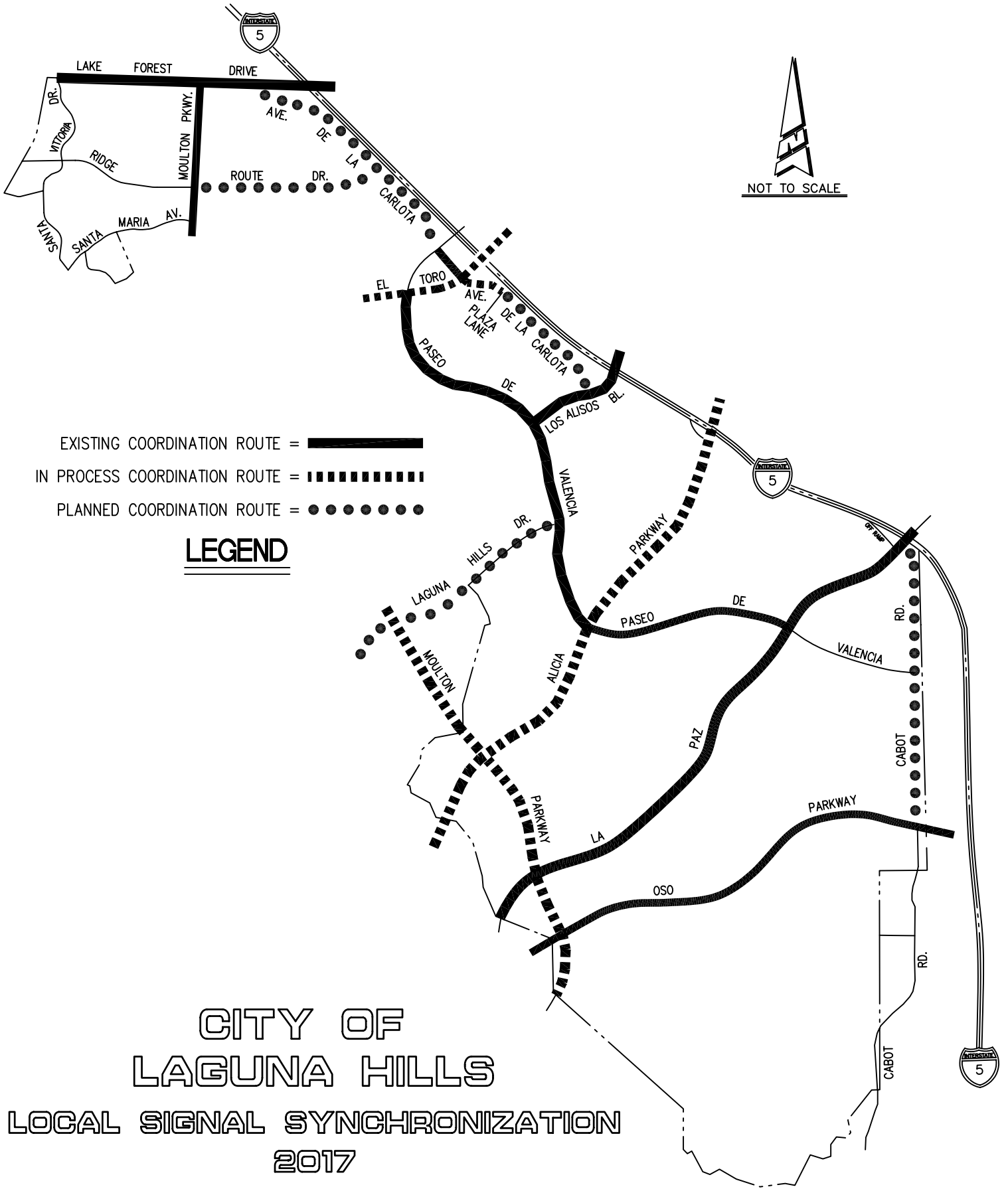
Local Agency Statement	Page(s) in LSSP	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	PAGES 2-4	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-11	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	PAGES 12-15	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 16-21	Provided

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


June 7, 2017

Signature Date

Kenneth H. Rosenfield, P.E., Director of Public Services, City of Laguna Hills, CA
Printed Name, Title, & Local Agency



- EXISTING COORDINATION ROUTE =
- IN PROCESS COORDINATION ROUTE =
- PLANNED COORDINATION ROUTE =

LEGEND

CITY OF
LAGUNA HILLS
LOCAL SIGNAL SYNCHRONIZATION
2017



CITY of LAGUNA NIGUEL

Public Works/Engineering

30111 Crown Valley Parkway • Laguna Niguel, California 92677

Phone: 949•362•4337 Fax: 949•362•4385

CITY COUNCIL

Mayor Jerry Slusiewicz

Mayor Pro Tem Fred Minagar

Council Member Laurie Davies

Council Member Elaine Gennawey

Council Member John Mark Jennings

June 22, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

Nasser Abbaszadeh, P.E.
Public Works Director/City Engineer

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Laguna Niguel Plan Date: 6/22/2017

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

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Page 5	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 7	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	Page 9-11	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Page 13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Page 15	Provided

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



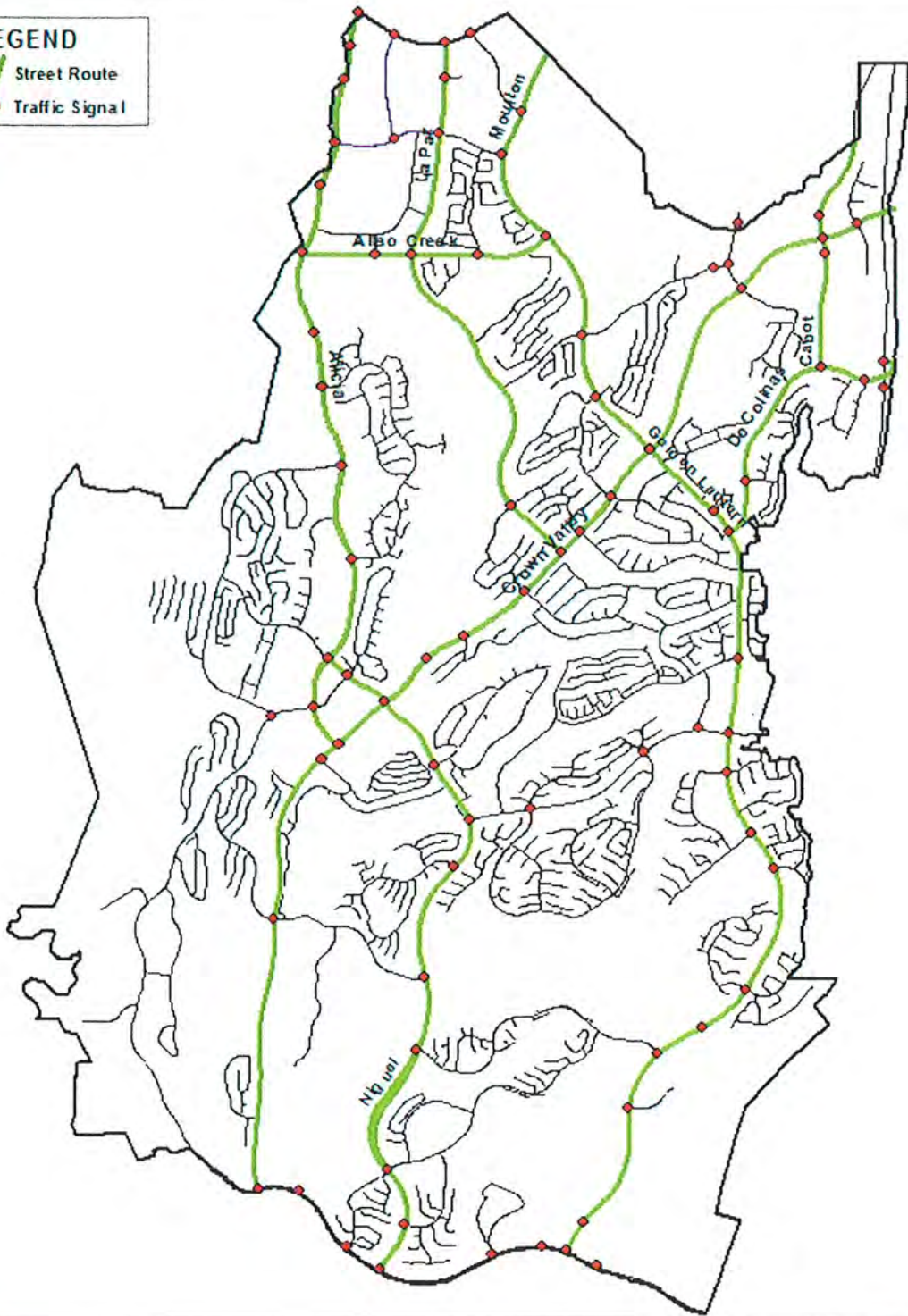
Signature

6/22/17
Date

Nasser Abbaszadeh, Director of Public Works / City Engineer
Printed Name, Title

LEGEND

-  Street Route
-  Traffic Signal



TRAFFIC SIGNAL AND STREET ROUTES
City of Laguna Niguel





CITY of LAGUNA WOODS

Shari L. Horne
Mayor

June 30, 2017

Carol Moore
Mayor Pro Tem

Cynthia Conners
Councilmember

Noel Hatch
Councilmember

Joe Rainey
Councilmember

Christopher Macon
City Manager

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

M. Akram Hindiyeh
City Engineer/City Traffic Engineer

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

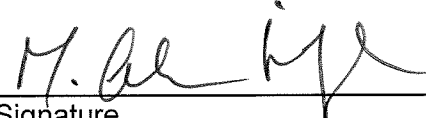
The Local Agency Name: **City of Laguna Woods** Plan Date: **May 11, 2017**

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	2	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3 - 5	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	6	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.	7 - 9	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	10 - 12	Provided

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

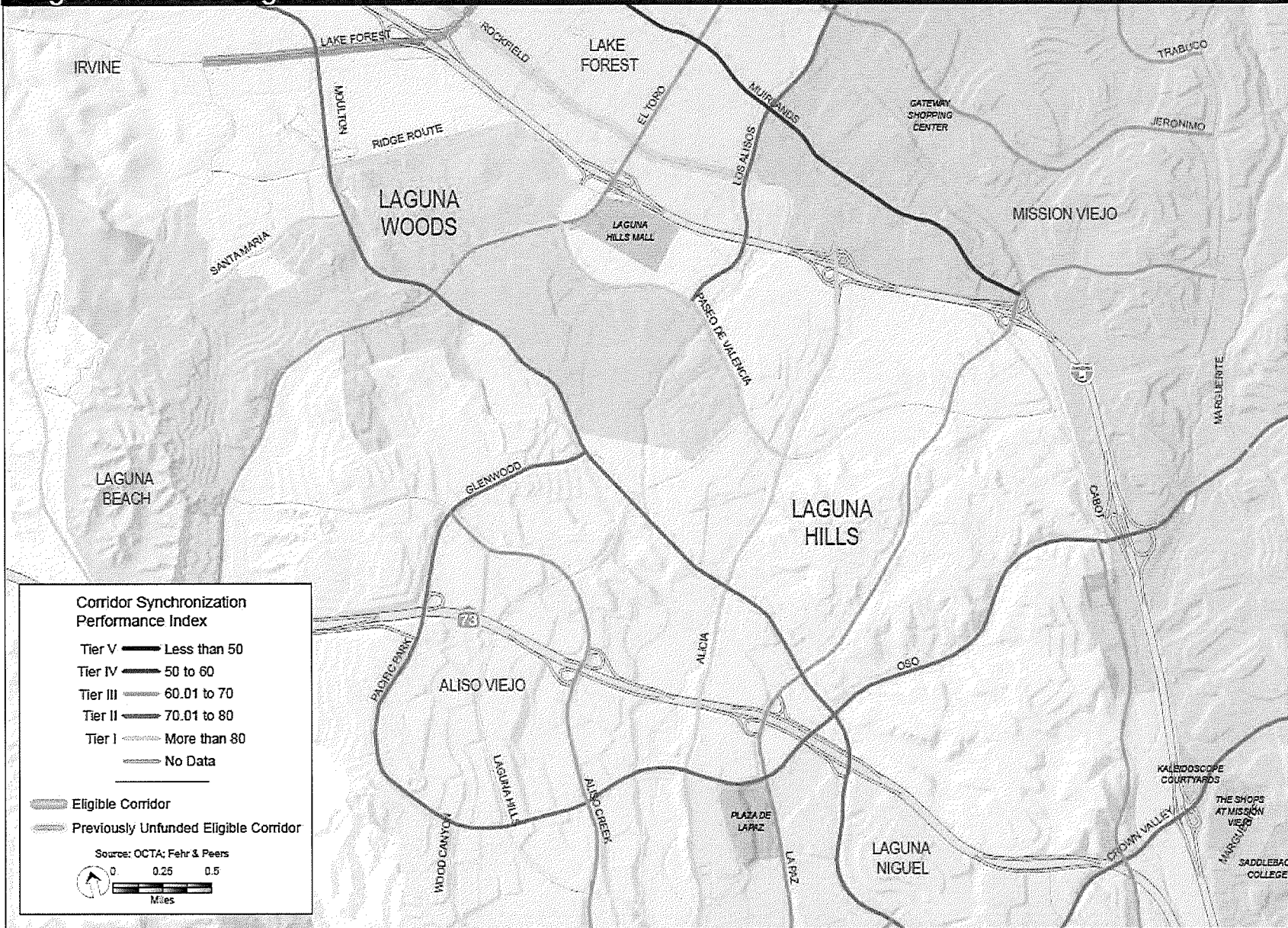


 Signature

6-8-17
 Date

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

2016 Corridor Operational Performance Laguna Hills and Laguna Woods





June 6, 2017

Mayor
Scott Voigts

Mayor Pro Tem
Leah Basile

Council Members
Dr. Jim Gardner
Andrew Hamilton
Dwight Robinson

City Manager
Debra DeBruhl Rose

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,

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

Enclosures:

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




**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF LAKE FOREST Plan Date: JUNE 30, 2017

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

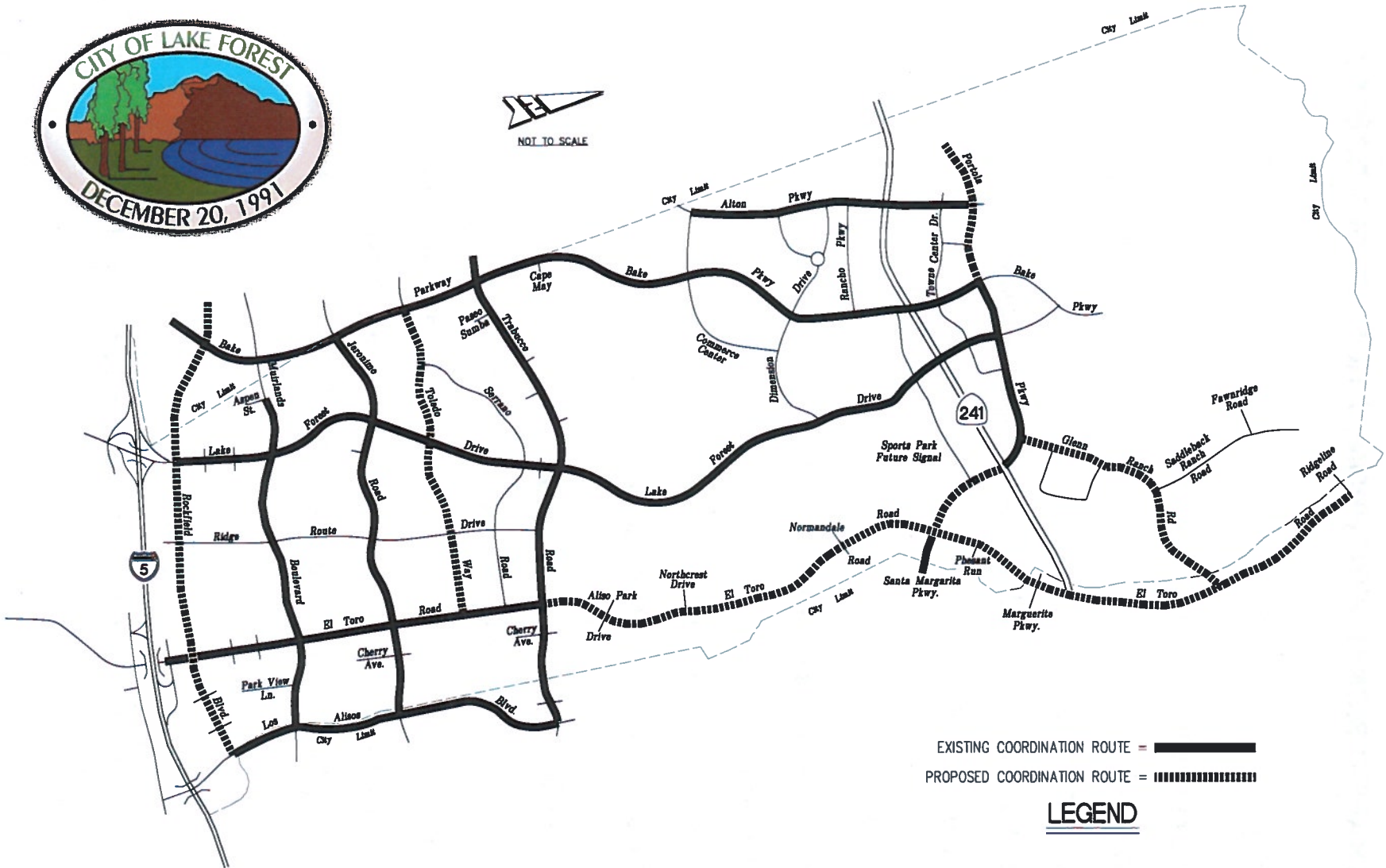
Local Agency Statement	Page(s) in LSSP	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	PAGES 2-4	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-11	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	PAGES 12-15	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 16-21	Provided

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


6/13/17

 Signature Date

Thomas E. Wheeler, P.E., Director of Public Works/City Engineer, City of Lake Forest
 Printed Name, Title, & Local Agency



LOCAL SIGNAL SYNCHRONIZATION MAP 2017



CITY OF
Los Alamitos
California

3191 Katella Avenue
Los Alamitos, CA 90720-5600
Telephone: (562) 431-3538
FAX: (562) 493-1255
www.cityoflosalamitos.org

June 22, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of Los Alamitos looks forward to continuing the implementation of the beneficial programs, and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (562) 368-4893.

Sincerely,

Farhad Iranitalab
Traffic Engineer

Enclose: (2)

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: CITY OF LOS ALAMITOS Plan Date: June 30, 2017

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

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the City of Los Alamitos are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan.	2-4	Provided
2) Traffic signal synchronization street routes are identified.	5-7	Provided
3) Traffic signal inventory for all traffic Signal synchronization street routes.	8-9	Provided
4) Three-year plan showing costs, available funding, and phasing for capital, operations, and maintenance along the traffic signal synchronization street routes and traffic signals.	10-13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	14-17	Provided

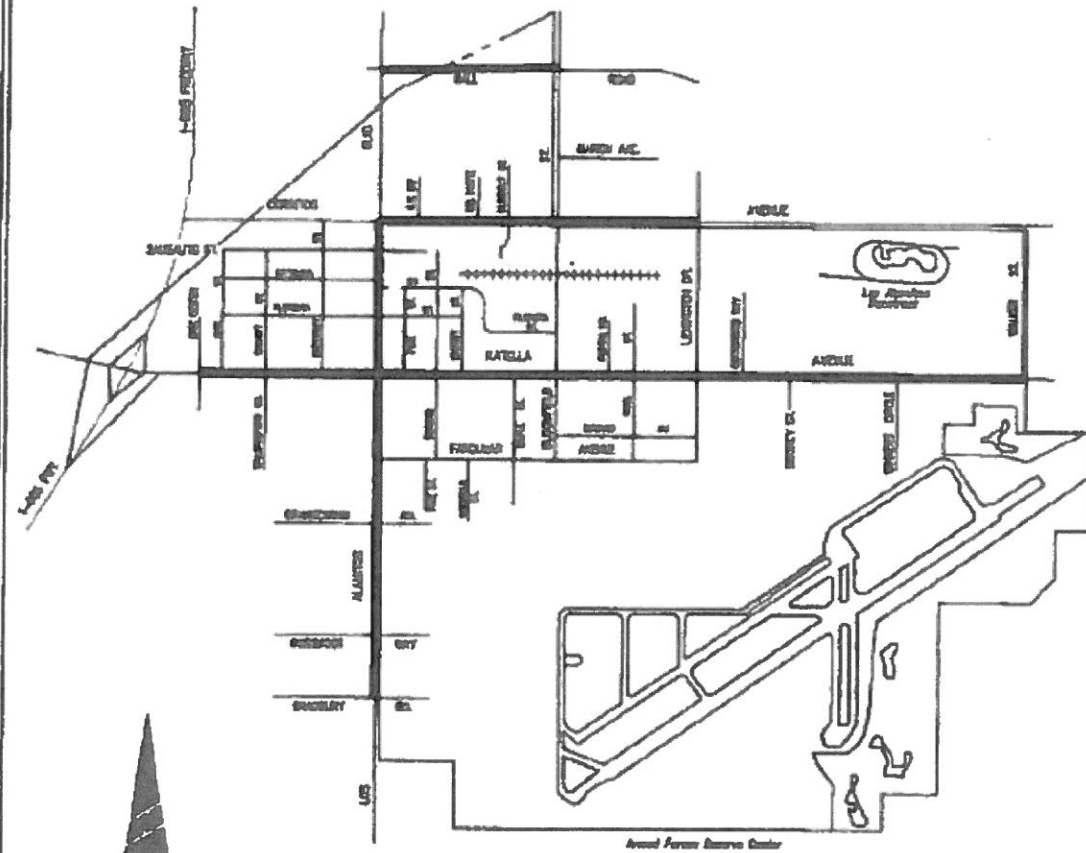
I certify that the above statements are true to the best of my knowledge.


 Farhad Iranitalab, City Traffic Engineer
 City of Los Alamitos

6/22/17
 Date

Printed Name, Title, & Local Agency

CITY OF LOS ALAMITOS 2017 TRAFFIC SIGNAL SYNCHRONIZATION MAP



NOT TO SCALE

EXISTING COORDINATION ROUTE =

LEGEND



City of Mission Viejo

PUBLIC WORKS DEPARTMENT

Wendy Bucknum
Mayor

Ed Sachs
Mayor Pro Tem

Patricia Kelley
Council Member

Greg Raths
Council Member

Brian Goodell
Council Member

May 18, 2017

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

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

Dear Mr. Kulkarni:

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

1. A resolution demonstrating that the Local Signal Synchronization Plan has been updated for 2017 by the City Council before June 30, 2017.
2. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
3. An updated Local Signal Synchronization Plan for Fiscal Years 2017/8 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

Philip Nitollama

Enclosures

- A. Measure M2 Local Signal Synchronization Plan Resolution No. 17-XX
- B. Local Signal Synchronization Plan Consistency Review Checklist
- C. Local Signal Synchronization Plan

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



LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Mission Viejo Plan Date: June 30, 2017

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	7-11	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	12-16	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	17-26	Provided

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



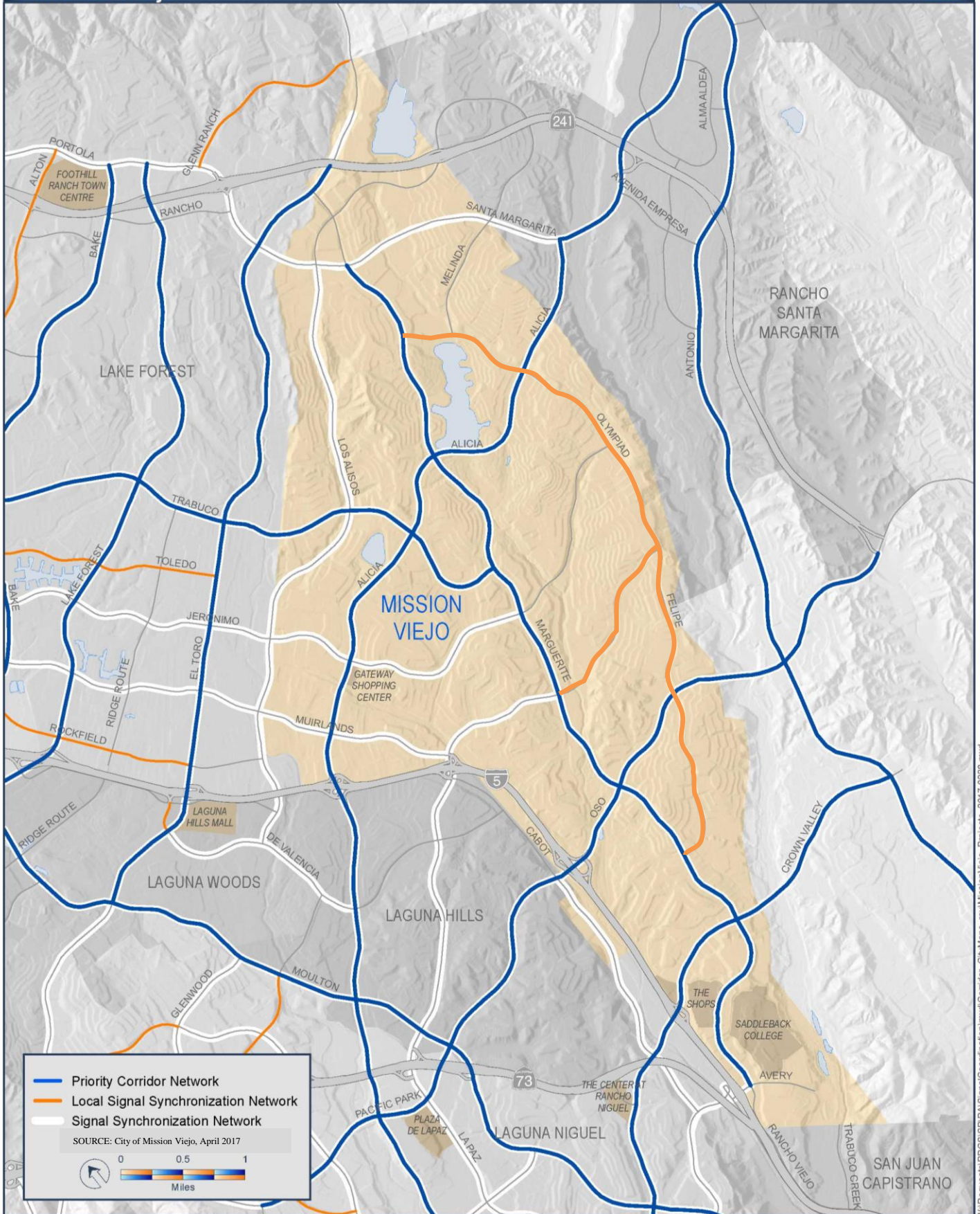
Signature

May 18, 2017

Date

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

Traffic Signal Synchronization Street Routes Mission Viejo



W:\Requests\PDOS\SP\PA\SIGNAL\SignalCoordination\mxd\Comdor_CityMaps_rev\MissionViejo_Projects_2017-0228.mxd



CITY OF NEWPORT BEACH

100 Civic Center Drive
Newport Beach, California 92660
949-644-3311 | 949-644-3308 FAX
newportbeachca.gov

June 14, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 inclusive and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call me at (949) 644-3330.

Sincerely,

for

David A. Webb
Public Works Director

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Newport Beach

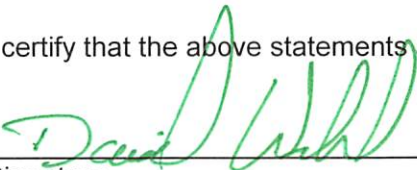
Plan Date: 6/5/17

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

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	4	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	8-12	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	14-16	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	18-21	Provided

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



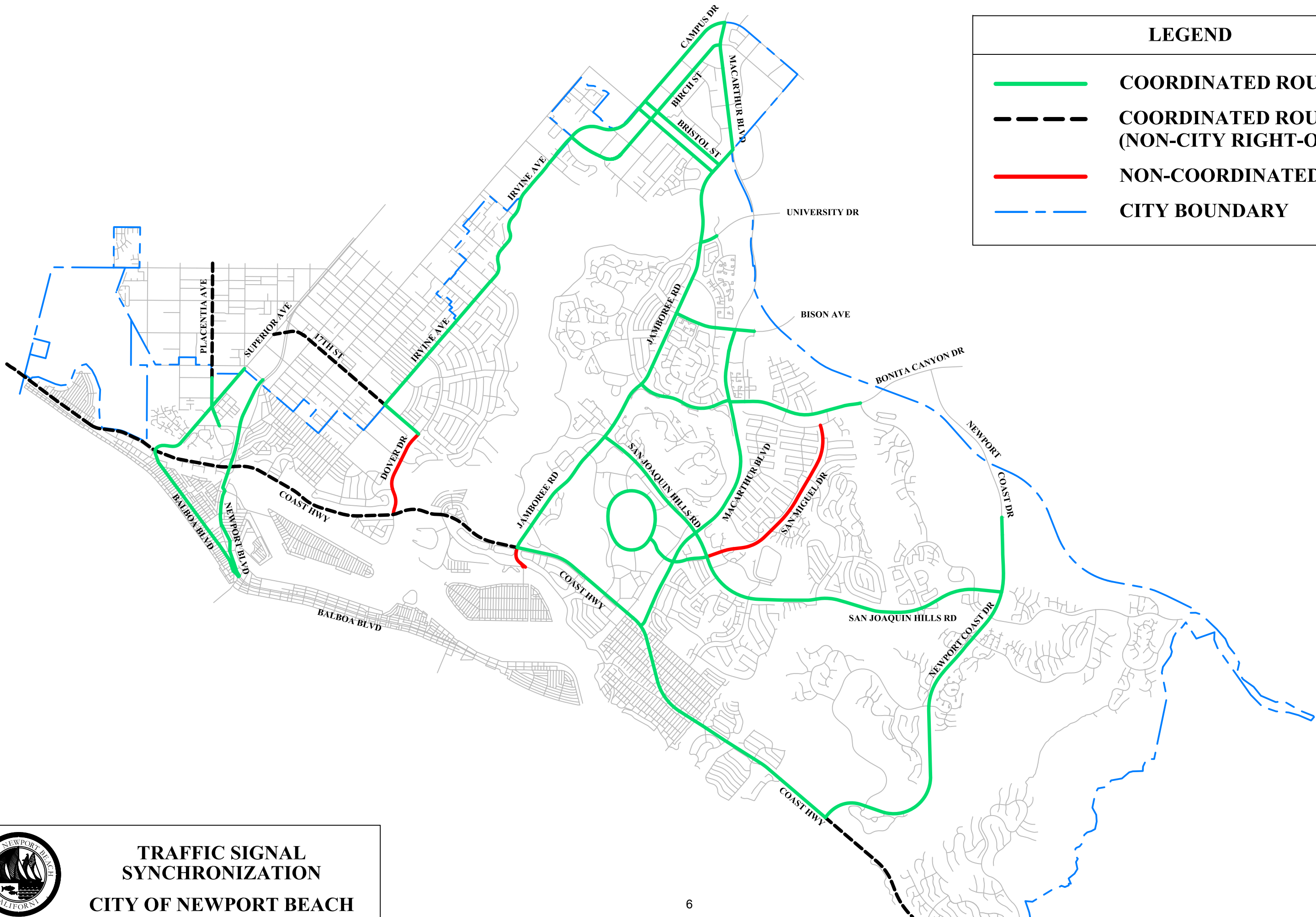
 Signature

6-5-17

 Date

David Webb, Public Works Director, City of Newport Beach

 Printed Name, Title, & Local Agency



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



**TRAFFIC SIGNAL
SYNCHRONIZATION
CITY OF NEWPORT BEACH**





CITY OF ORANGE

PUBLIC WORKS DEPARTMENTwww.cityoforange.org**ENGINEERING DIVISION**
(714) 744-5544
FAX: (714) 744-5573**MAINTENANCE DIVISION**
(714) 532-6480
FAX: (714) 532-6444**TRAFFIC DIVISION**
(714) 744-5540
FAX: (714) 744-5573**WATER DIVISION**
(714) 288-2475
FAX: (714) 744-2973

Date: June 26, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call or email.

Sincerely,

Jacki Scott
City Traffic Engineer
jscott@cityoforange.org; (714) 744-5534

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Orange

Plan Date: June 2017

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

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1-6	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	7-8	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	9-13	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	14-17	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	18-22	Provided

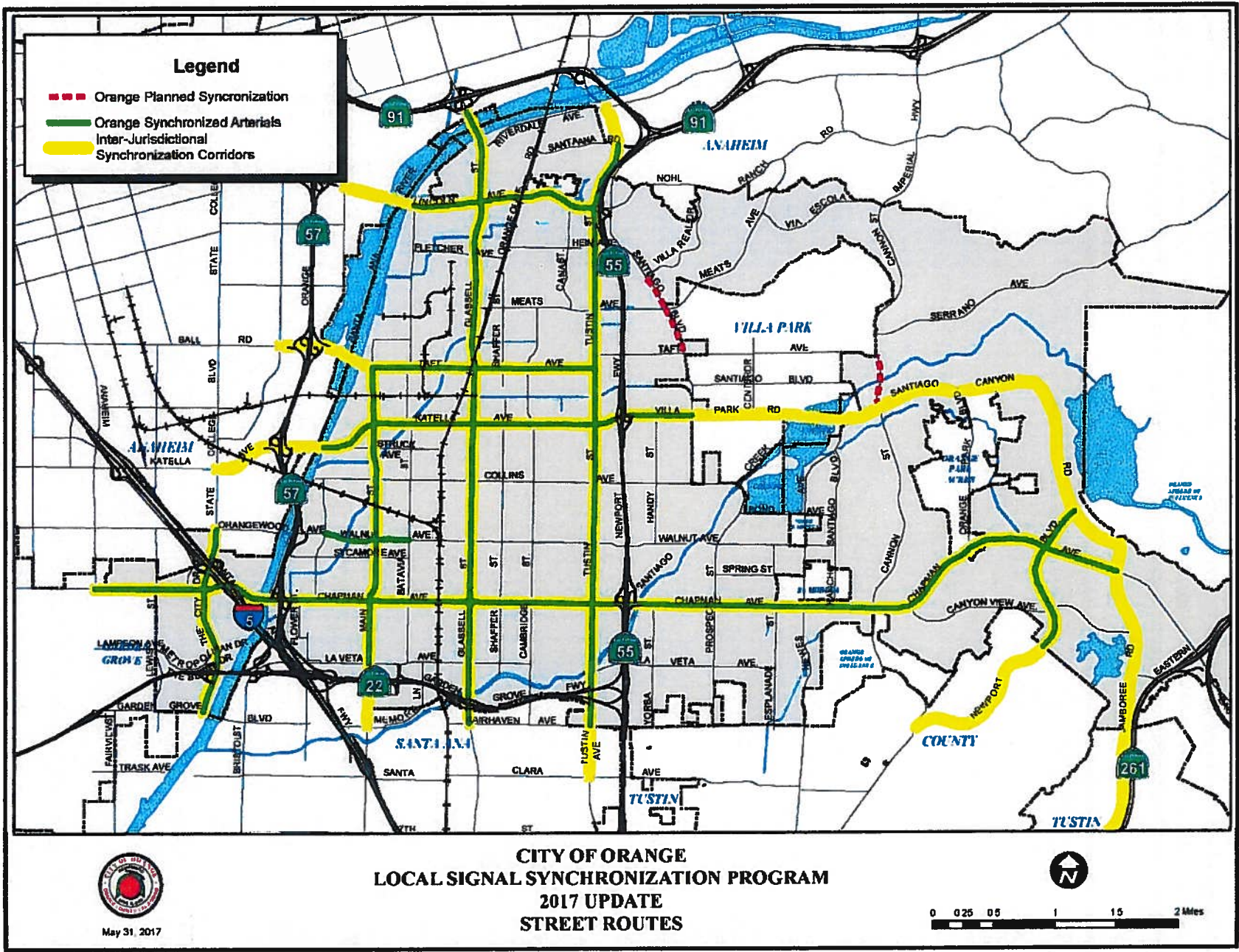
I certify that the above statements are true to the best of my knowledge.



 Signature

6-22-2017
 Date

Jacki Scott, City Traffic Engineer, City of Orange
 Printed Name, Title



Legend

- Orange Planned Synchronization
- Orange Synchronized Arterials
- Inter-Jurisdictional Synchronization Corridors

**CITY OF ORANGE
LOCAL SIGNAL SYNCHRONIZATION PROGRAM
2017 UPDATE
STREET ROUTES**



The People are the City



Mayor
CRAIG S. GREEN

Mayor Pro Tem
CHAD P. WANKE

Councilmembers:
RHONDA SHADER
WARD L. SMITH
JEREMY B. YAMAGUCHI

City Clerk:
PATRICK J. MELIA

City Treasurer
KEVIN A. LARSON

City Administrator
DAMIEN R. ARRULA

401 East Chapman Avenue – Placentia, California 92870

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call me at 714-993-8120

Sincerely,

Luis Estevez,
Director of Public Works

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Placentia Plan Date: June 30, 2017

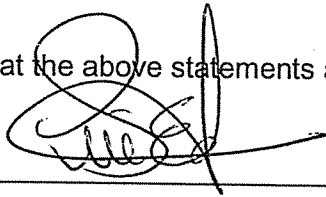
Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation. Complete the table below.

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Pages: 1-2	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages: 3-4	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages: 5-7	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Pages: 8-11	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages: 12-15	Provided

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

Signature

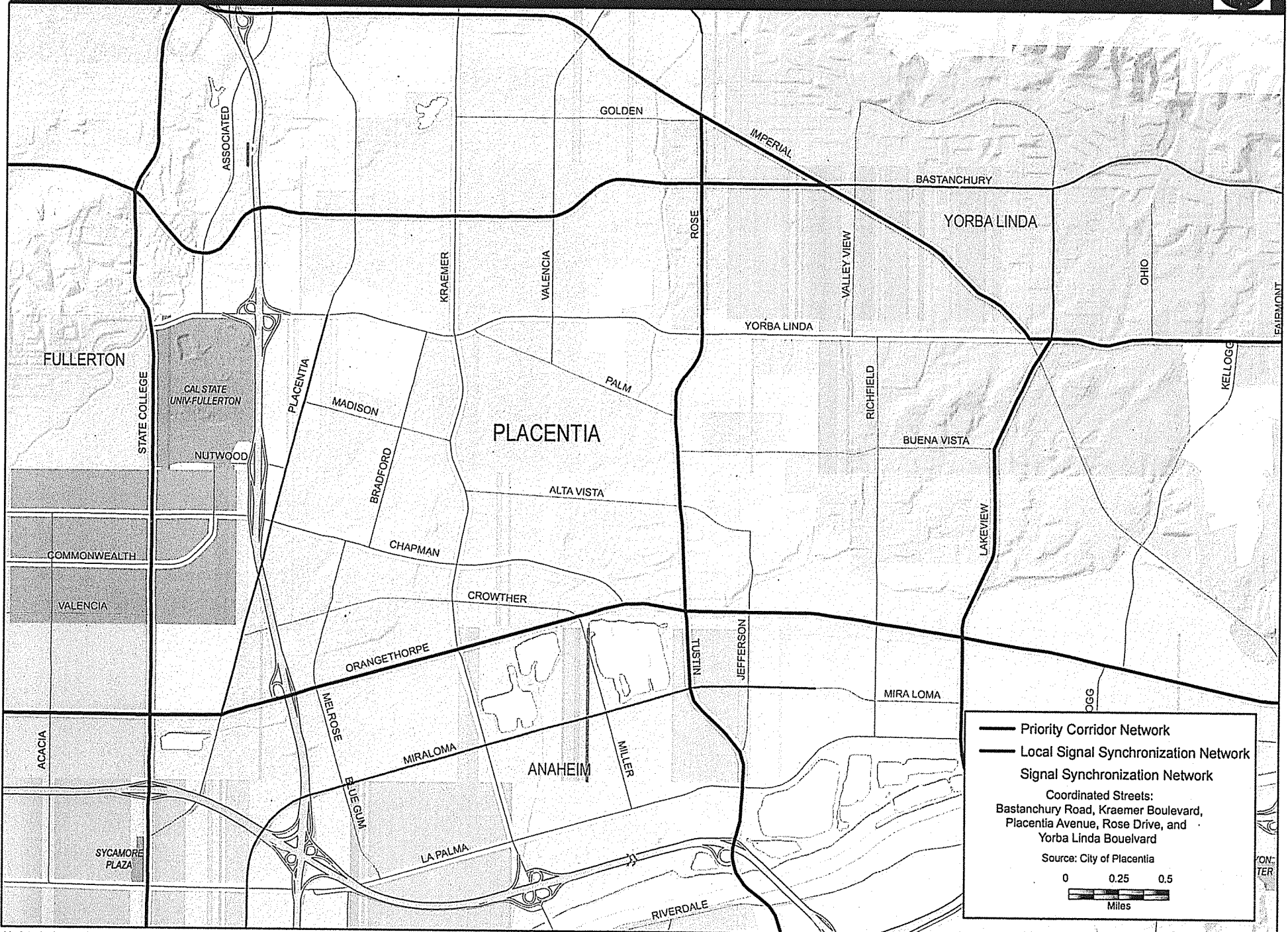


June, 30, 2017

Date

Luis Estevez, Director of Public Works, City of Placentia
Printed Name, Title, & Local Agency

Traffic Signal Synchronization Street Routes Placentia





CITY OF RANCHO SANTA MARGARITA

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

May 24, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,

E. (Max) Maximous, P.E.
Public Works Director / City Engineer

Enclosures

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

Mayor
Carol A. Gamble

Mayor Pro Tempore
Michael Vaughn

Council Member
L. Anthony Beall

Council Member
Jerry Holloway

Council Member
Bradley J. McGirr

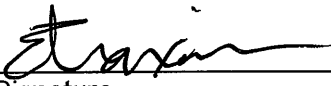
City Manager
Jennifer M. Cervantez

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Rancho Santa Margarita Plan Date: June 30, 2017

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Pages 1 - 3	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 4 - 6	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages 7 - 8	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Pages 9 - 13	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 14 - 18	Provided

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



 Signature

6/28/17

 Date

E. (Max) Maximous, Public Works Director / City Engineer, City of Rancho Santa Margarita



City of San Clemente Engineering

Thomas Frank, Transportation Engineering Manager
Phone: (949) 361-6127 Fax: (949) 361-8316
frankt@san-clemente.org

May 12, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please contact Jennifer Rosales, Senior Transportation Engineer at 949-361-6114 or RosalesJ@san-clemente.org.

Sincerely,

Thomas Frank
Transportation Engineering Manager

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of San Clemente

Plan Date: May 12, 2017

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

Local Agency Statement	Page #s in LSSP	Provided or N/A
1. Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Pages 2-4	Provided
2. Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 6	Provided
3. Traffic signal inventory for all traffic signal synchronization street routes.	Pages 8-10	Provided
4. Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.	Pages 11-17	Provided
5. Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 16-20	Provided

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

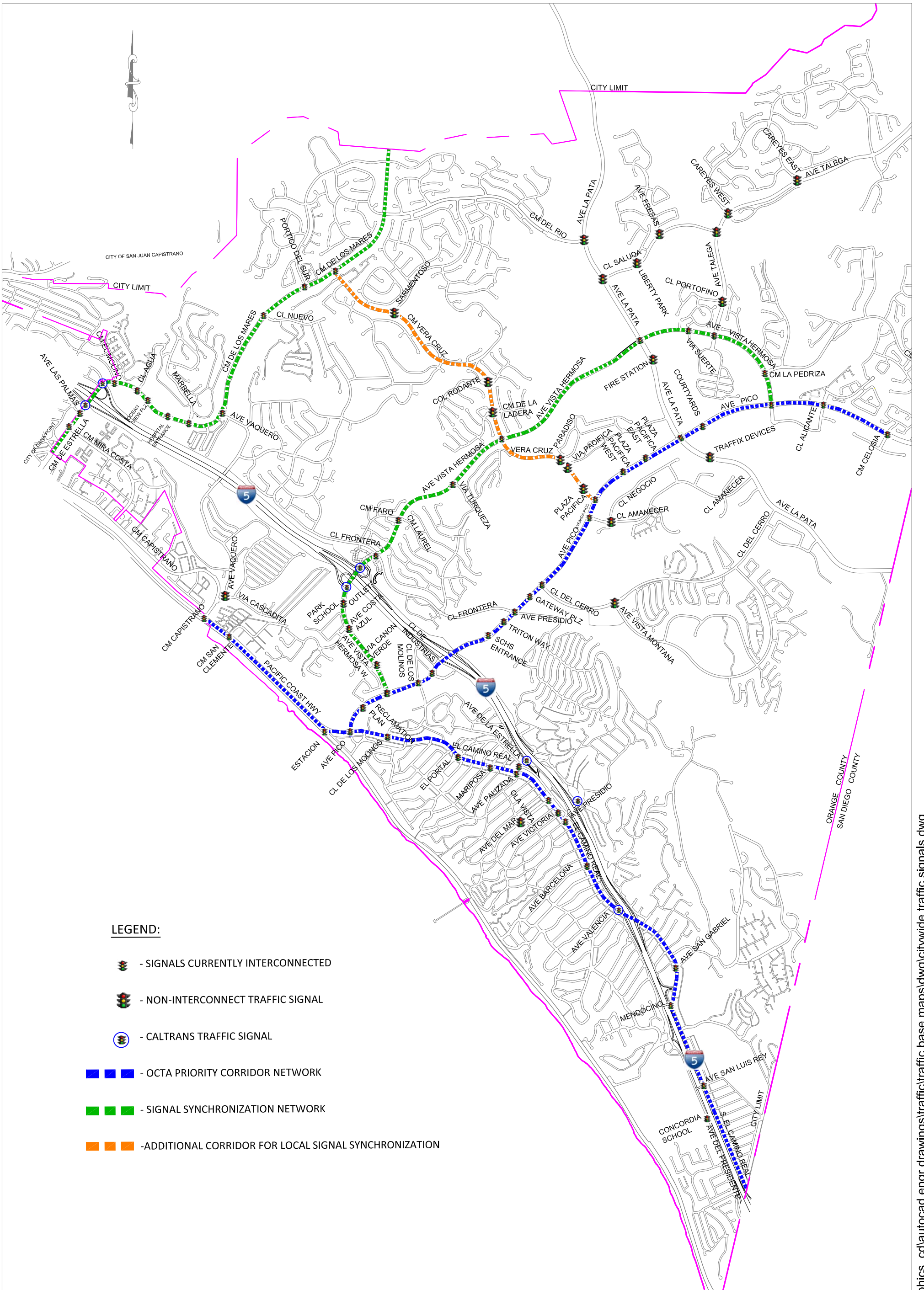


5-12-17







Signature

Date

Thomas Frank
 Transportation Engineering Manager
 City of San Clemente



LEGEND:

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



CITY OF SAN CLEMENTE

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

2017 LSSP UPDATE

**TRAFFIC SIGNAL SYNCHRONIZATION
 STREET ROUTES**

32400 PASEO ADELANTO
SAN JUAN CAPISTRANO, CA 92675
(949) 493-1171
(949) 493-1053 FAX
www.sanjuancapistrano.org



MEMBERS OF THE CITY COUNCIL

SERGIO FARIAS
KERRY K. FERGUSON
BRIAN L. MARYOTT
PAM PATTERSON, ESQ.
DEREK REEVE

June 26, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

The City of San Juan Capistrano looks forward to continuing the implementation of the beneficial programs and construction projects required and made possible by Measure M2. If you have any questions, please feel free to call me at (949) 443-6356.

Sincerely,

George Alvarez, P.E.
City Engineer

Enclosures:

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

San Juan Capistrano: Preserving the Past to Enhance the Future

**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF SAN JUAN CAPISTRANO Plan Date: JUNE 30, 2017

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

Local Agency Statement	Page(s) in LSSP	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	PAGES 2-5	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 6-8	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 9-11	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	PAGES 12-15	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 16-20	Provided

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


Signature

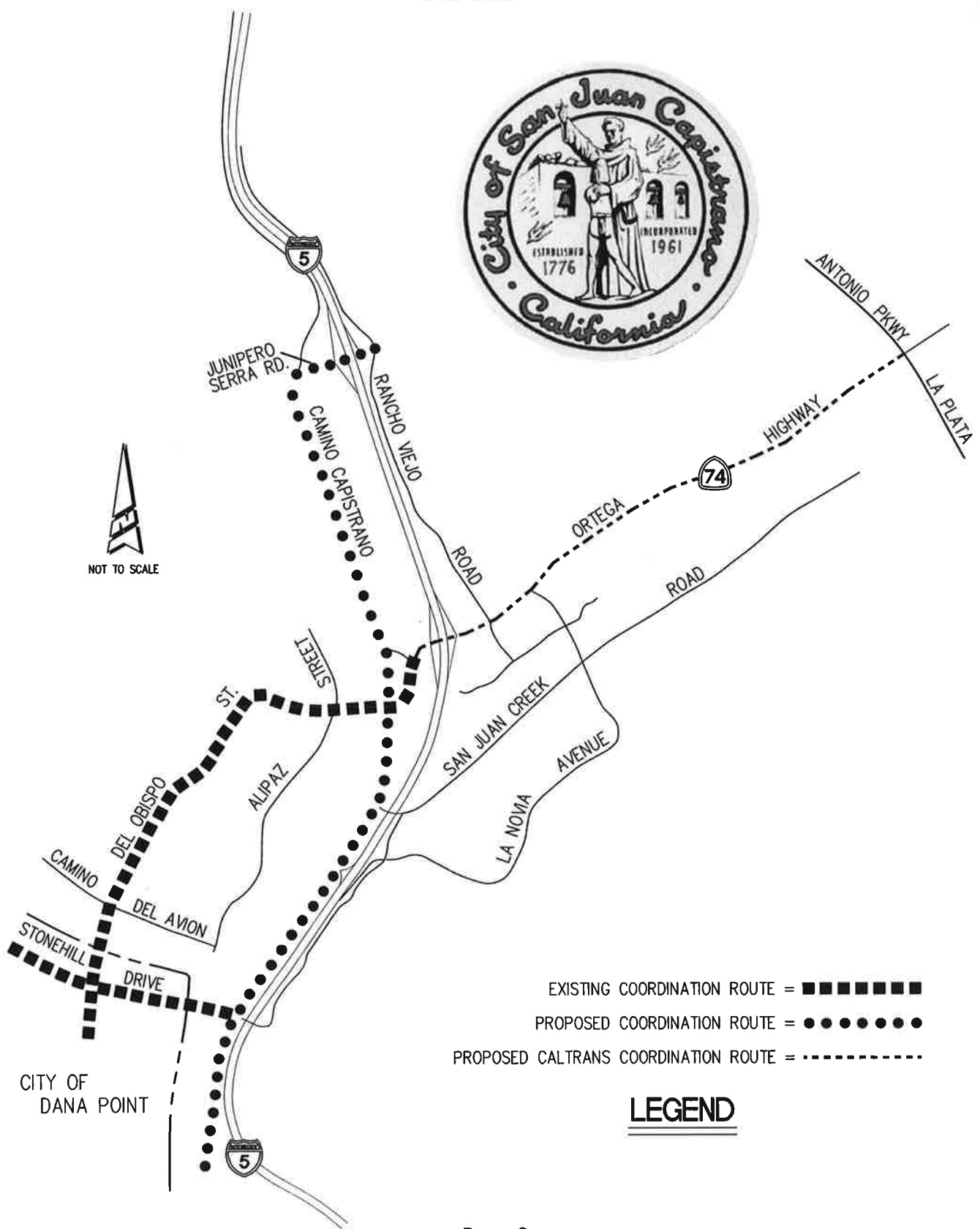
6/27/17
Date

George Alvarez, P.E., City Engineer, City of San Juan Capistrano
Printed Name, Title, & Local Agency

CITY OF SAN JUAN CAPISTRANO

LOCAL SIGNAL SYNCHRONIZATION

2017



NOT TO SCALE

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Michele Martinez
COUNCILMEMBERS
P. David Benavides
Vicente Sarmiento
Jose Solorio
Sal Tinajero
Juan Villegas



INTERIM CITY MANAGER
Cynthia J. Kurtz
CITY ATTORNEY
Sonia R. Carvalho
CLERK OF THE COUNCIL
Maria D. Huizar

CITY OF SANTA ANA

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

June 28, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Taig Higgins", is written over the word "Sincerely,".

Taig Higgins
Transportation/Development Manager

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Santa Ana

Plan Date: June 30, 2017

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

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	3-4	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-7	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	Appendix 1	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Appendix 2	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	8-12	Yes

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



Signature

6/28/17
Date

Cesar Rodriguez, Acting Sr. Civil Engineer – City of Santa Ana, PWA
Printed Name, Title



June 13, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

If you have any questions, please call me at (562) 431-2527 ext. 1331.

Sincerely,

David Spitz, P.E., QSD
Associate Engineer, City of Seal Beach

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Seal Beach Plan Date: June 13, 2017

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1	Yes
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	4	Yes
3) Traffic signal inventory for all traffic signal synchronization street routes.	7	Yes
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	10	Yes
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	15	Yes

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



 Signature 6/13/17
 Date

David Spitz, P.E., QSD, Associate Engineer, City of Seal Beach
 Printed Name, Title, & Local Agency

City of Seal Beach

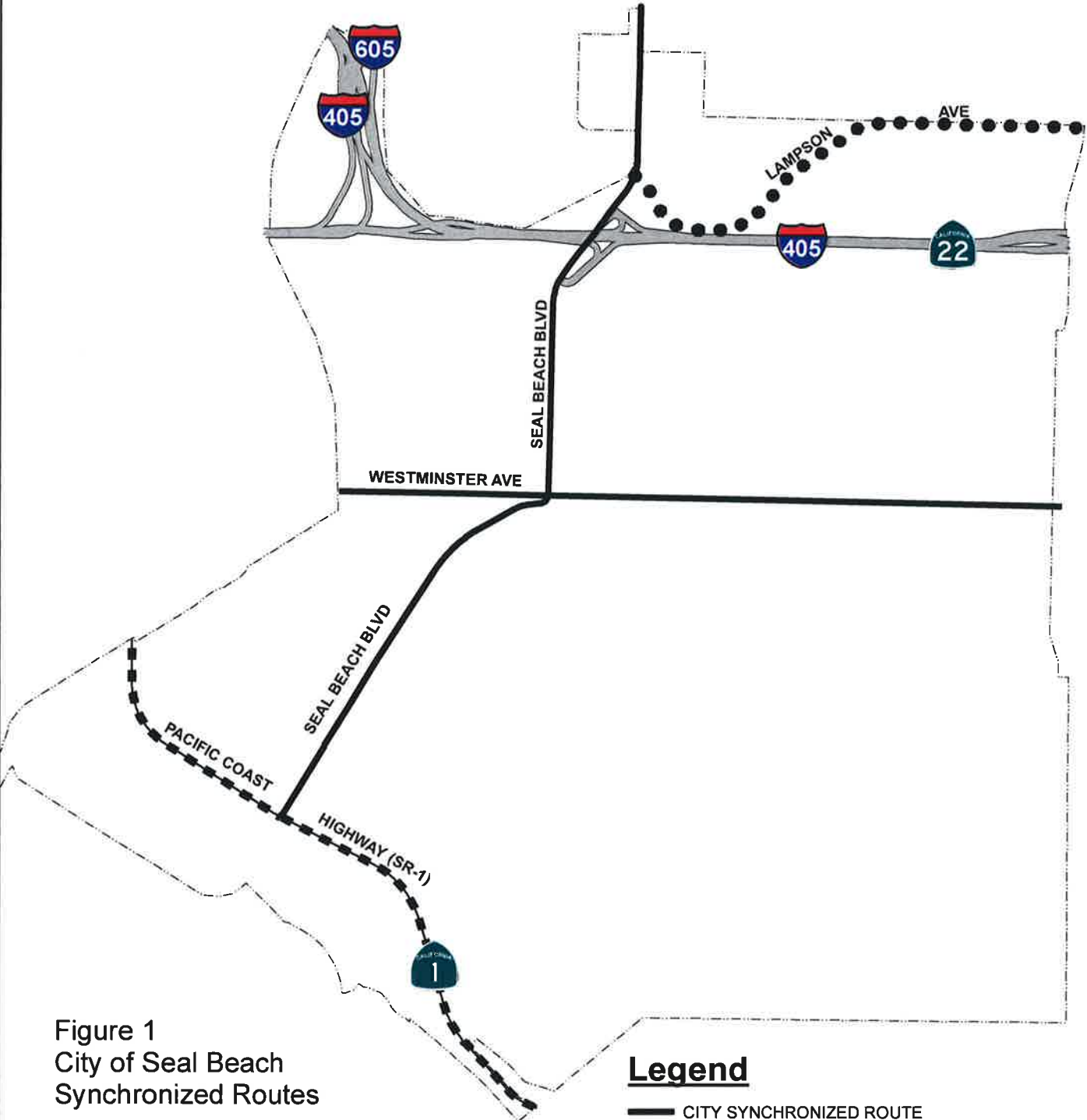


Figure 1
City of Seal Beach
Synchronized Routes

Legend

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





May 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,

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

Enclosures:

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



**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: **CITY OF STANTON** Plan Date: **JUNE 30, 2017**

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

Local Agency Statement	Page(s) in LSSP	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Pages 2-4	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 5-7	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages 8-9	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Pages 10-13	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 14-18	Provided

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

Signature

Date

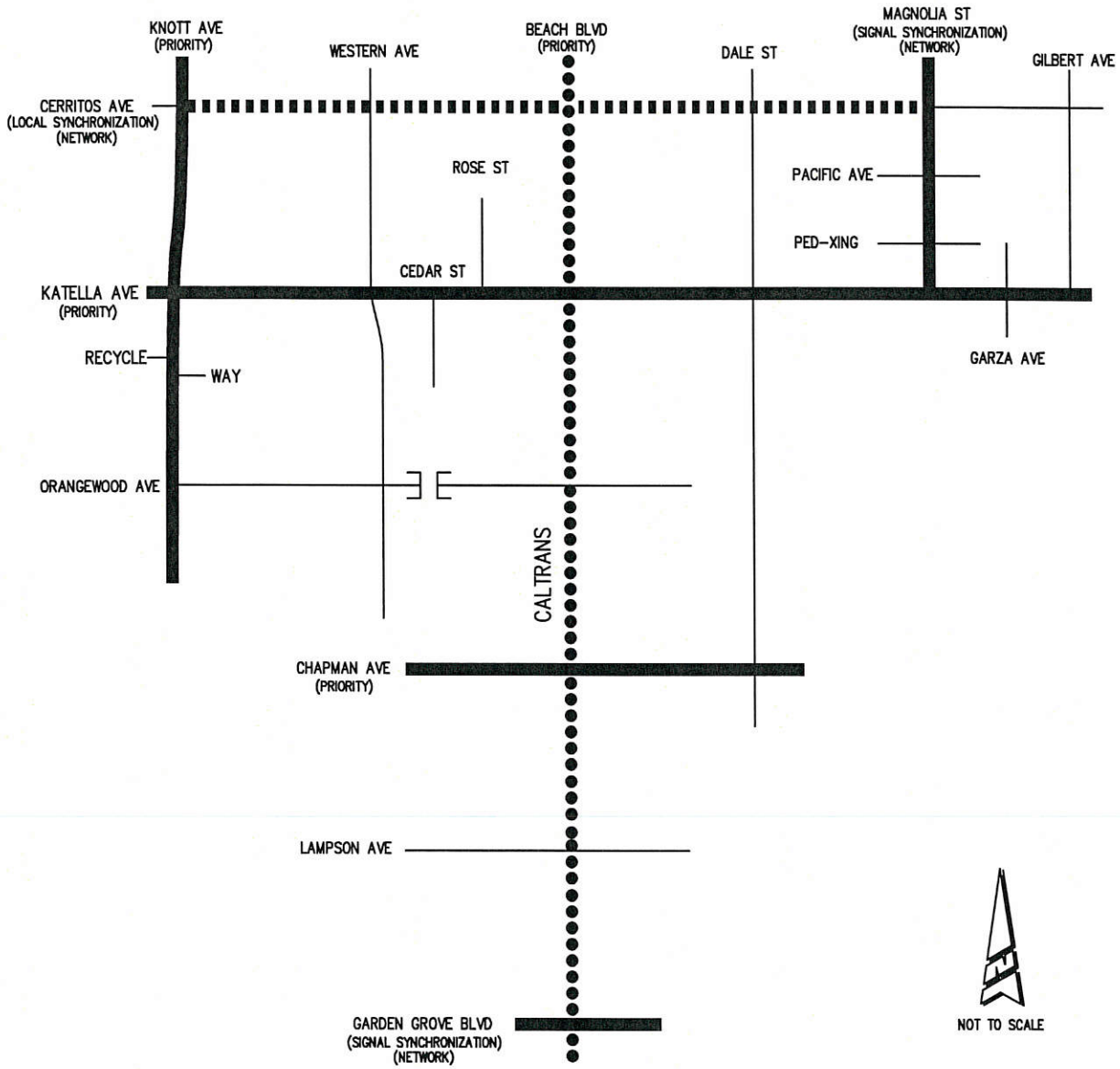
Allan Rigg, PE, AICP, Public Works Director/City Engineer, City of Stanton
Printed Name, Title, & Local Agency



CITY OF STANTON

LOCAL SIGNAL SYNCHRONIZATION

2017



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

LEGEND

Department of Public Works

Douglas S. Stack, P.E.

Director

June 27, 2017



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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan; and
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20, including all required elements identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans."

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

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

Sincerely,

Krys Saldivar
Public Works Manager-Traffic/Transportation

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

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Tustin Plan Date: June 30, 2017

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

Check the appropriate:

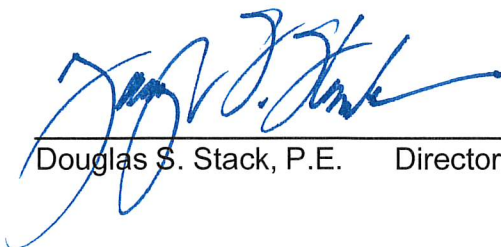
- Adopting an initial plan
- Updating or maintaining a previously adopted plan;
previous plan adoption/revision date: June 23, 2014

Local Agency Statement	Section(s) in Local Signal Synchronization Plan	Provided or N/A
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	Pages 1-2	Provided
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Pages 3-5	Provided
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	Pages 6-11	Provided
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	Pages 12-15	Provided
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	Pages 16-20	Provided

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

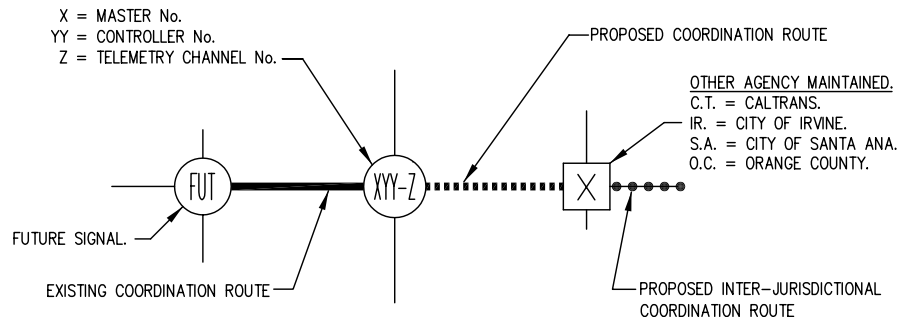
Signature

Date



6/9/2017

Douglas S. Stack, P.E. Director of Public Works/City Engineer City of Tustin, CA



LEGEND

LOCAL SIGNAL SYNCHRONIZATION PLAN 2017



City of Villa Park

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

www.villapark.org

June 30, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

M. Akram Hindiyeh
City Engineer/City Traffic Engineer

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Villa Park Plan Date: June 12, 2017

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Yes – No
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	2	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	4	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals.	5 - 7	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	8 - 9	Provided

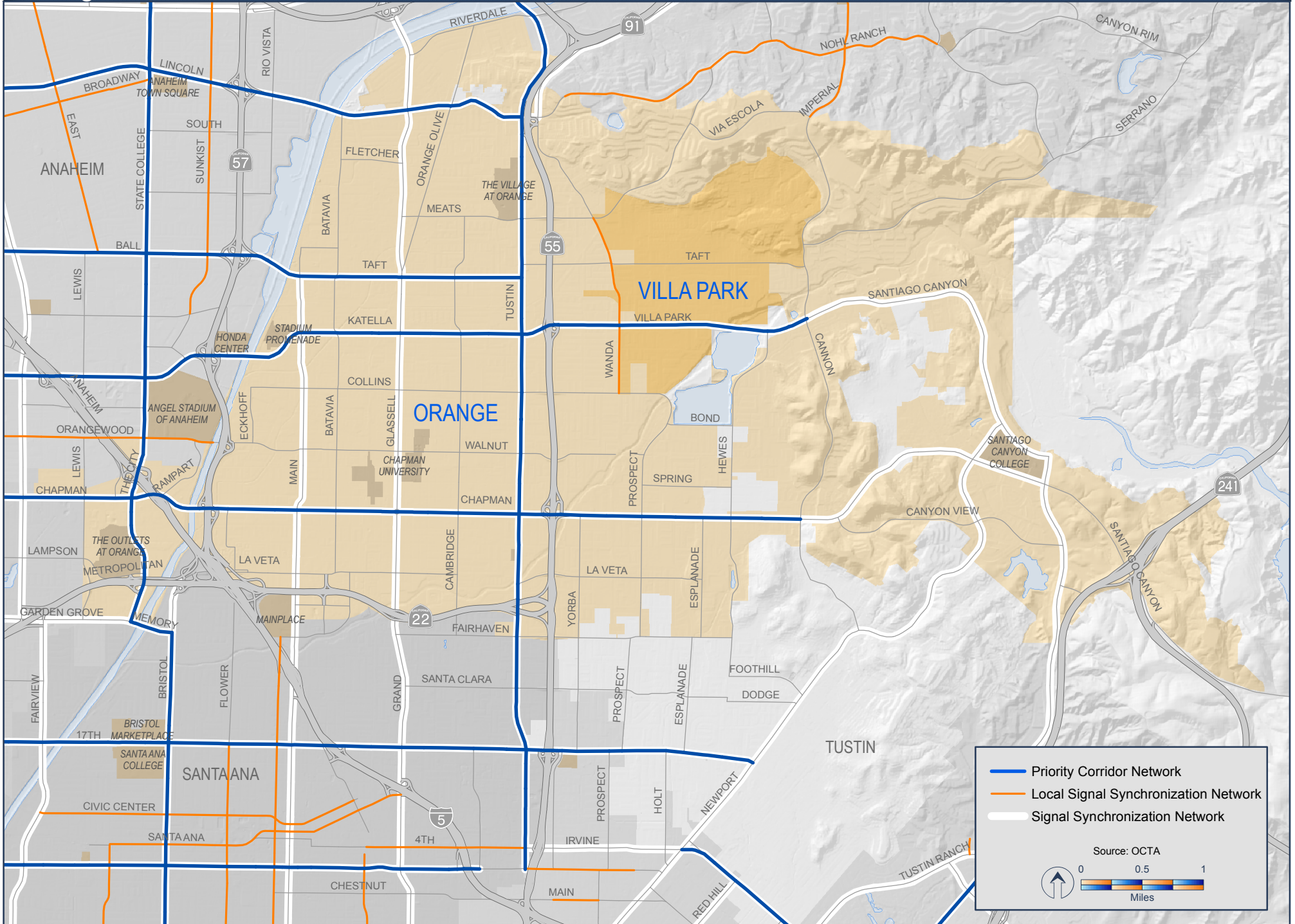
I certify that the above statements are true to the best of my knowledge.

M. Akram Hindiye
Signature

6-21-2017
Date

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

Traffic Signal Synchronization Street Routes Orange and Villa Park





City of Westminster

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

June 30, 2017

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

TRI TA
Mayor

TYLER DIEP
Vice Mayor

SERGIO CONTRERAS
Council Member

KIMBERLY HO
Council Member

MARGIE L. RICE
Council Member

EDDIE MANFRO
City Manager

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/18 to 2019/20 including and all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

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

Sincerely,

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

Enclosures

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

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: City of Westminster Plan Date: 5-10-17

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

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	1 – 5	Provided
2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	6 – 8	Provided
3) Traffic signal inventory for all traffic signal synchronization street routes.	9 – 15	Provided
4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	16 – 19	Provided
5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	20 - 24	Provided


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



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

5-10-17
 Date

I approve the submittal of the Local Signal Synchronization Plan.



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

5-10-17
 Date



CITY OF YORBA LINDA

P.O. BOX 87014

CALIFORNIA 92885-8714

(714)961-7170
FAX (714) 986-1010

ENGINEERING / PUBLIC WORKS

May 23, 2017

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

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

Dear Mr. Kulkarni:

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

1. A completed "Local Signal Synchronization Plan Consistency Review Checklist" form establishing consistency between the Local Signal Synchronization Plan and the Regional Traffic Signal Synchronization Master Plan.
2. An updated Local Signal Synchronization Plan for Fiscal Years 2017/2018 to 2019/20 including all required elements as identified in the "Guidelines for the Preparation of Local Signal Synchronization Plans".

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

Sincerely,


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

Enclosures:

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

**LOCAL SIGNAL SYNCHRONIZATION PLAN
CONSISTENCY REVIEW CHECKLIST**

The Local Agency Name: CITY OF YORBA LINDA Plan Date: JUNE 30, 2017

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

Local Agency Statement	Page(s) in LSSP	Yes – No
Section 1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	PAGES 2-4	YES
Section 2) Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	PAGES 5-7	YES
Section 3) Traffic signal inventory for all traffic signal synchronization street routes.	PAGES 8-10	YES
Section 4) Three-year plan separately showing costs, available funding, and phasing for capital, operations, and maintenance of signal synchronization along the traffic signal synchronization street routes and traffic signals. Include a separate planning level estimate of complete system implementation cost.	PAGES 11-14	YES
Section 5) Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals.	PAGES 15-19	YES

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

Michael L. Wolfe _____ 5/25/17 _____
Signature Date

MICHAEL L. WOLFE, P.E., DIRECTOR OF PUBLIC WORKS/CITY ENGINEER
Printed Name, Title



AGENDA

Annual Eligibility Review Subcommittee

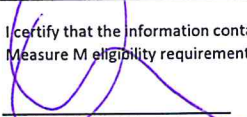
Item #5

Mitigation Fee Program Review

**2017 Measure M2 Eligibility
Mitigation Fee Program Compliance Summary**

Agency	Study	Fee Schedule	Policy	Letter	Status Recommendation
Aliso Viejo		Fee schedule provided	Development Agreements	Brief summary provided	Meets requirement
Anaheim		Fee schedule provided			Meets requirement
Brea	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Buena Park		Fee schedule provided	Resolution provided		Meets requirement
Costa Mesa		Fee schedule provided	Resolution provided		Meets requirement
County of Orange		Fee schedule provided			Meets requirement
Cypress		Fee schedule provided	Resolution provided		Meets requirement
Dana Point			Resolution provided		Meets requirement
Fountain Valley			Council policy provided		Meets requirement
Fullerton		Fee schedule provided	Policy and Reso		Meets requirement
Garden Grove	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Huntington Beach	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Irvine		Fee schedule provided	Municipal Code provided		Meets requirement
La Habra		Fee schedule provided	Ordinance provided		Meets requirement
La Palma	Fee study provided		Resolution provided		Meets requirement
Laguna Beach				Municipal Code letter	Meets requirement
Laguna Hills	Fee study provided		Municipal Code w/fee		Meets requirement
Laguna Niguel		Fee schedule provided			Meets requirement
Laguna Woods		Fee schedule provided			Meets requirement
Lake Forest	Fee study provided		Ordinance w/Fee		Meets requirement
Los Alamitos		Fee schedule provided	Program Provided		Meets requirement
Mission Viejo		Fee schedule provided			Meets requirement
Newport Beach		Fee schedule provided			Meets requirement
Orange		Fee schedule provided			Meets requirement
Placentia			Resolution provided		Meets requirement
Rancho Santa Margarita	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
San Clemente	Fee study provided		Resolution provided		Meets requirement
San Juan Capistrano		Fee schedule provided	Resolution provided		Meets requirement
Santa Ana		Fee schedule provided			Meets requirement
Seal Beach		Fee schedule provided			Meets requirement
Stanton	Fee study provided		Ordinance provided		Meets requirement
Tustin		Fee schedule provided			Meets requirement
Villa Park				Municipal Code letter	Meets requirement
Westminster	Fee study provided	Fee schedule provided	Resolution provided		Meets requirement
Yorba Linda	Fee study provided		Resolution provided		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