|  |  |
| --- | --- |
| **Jurisdiction:** | Choose an item. |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **CMP Monitoring Checklist: Level of Service (LOS)** | | | | |
| CMP Checklist | | **YES** | **NO** | **N/A** |
| 1. | Check "Yes" if either of the following apply: |  |  |  |
| * There are no CMP intersections in your jurisdiction. |
| * Factoring out statutorily-exempt activities1, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. |
| **NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO**  **ANSWER THE REMAINING QUESTIONS.** | | | | |
| 2. | If any, please list those intersections that are not operating at the CMP LOS standards. | | |  |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| 3. | Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)? |  |  |  |
| 1. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards? |  |  |  |
| Additional Comments: | | | | |
|  | | | | |

\_\_\_\_\_\_\_\_\_

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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **CMP Monitoring Checklist: Deficiency Plans** | | | | |
| CMP Checklist | | **YES** | **NO** | **N/A** |
| 1. | Check "Yes" if either of the following apply: |  |  |  |
| * There are no CMP intersections in your jurisdiction. |
| * Factoring out statutorily-exempt activities2, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. |
| **NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO**  **ANSWER THE REMAINING QUESTIONS.** | | | | |
| 2. | If any, please list those intersections found that are not operating at the CMP LOS standards. | | |  |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| 3. | Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP? |  |  |  |
| **NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO**  **ANSWER THE REMAINING QUESTIONS.** | | | | |
| 4. | Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA? |  |  |  |
| 5. | Does the deficiency plan fulfill the following statutory requirements? : | | | |
| 1. Include an analysis of the causes of the deficiency? |  |  |  |
| 1. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? |  |  |  |
| 1. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality? |  |  |  |
| 1. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)? |  |  |  |

\_\_\_\_\_\_\_\_\_\_\_

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

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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **CMP Monitoring Checklist: Land Use Coordination** | | | | |
| CMP Checklist | | **YES** | **NO** | **N/A** |
| 1. | Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP? |  |  |  |
| 1. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval? |  |  |  |
| 2. | Did any development projects require a CMP TIA during this CMP cycle?3 |  |  |  |
| **NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO**  **ANSWER THE REMAINING QUESTIONS.** | | | | |
| 3. | If so, how many? | | \_\_\_\_\_\_\_\_\_\_\_ | |
| 4. | Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction). | | |  |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| * \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
| 1. Were mitigation measures and costs identified for each and included in your seven-year CIP? |  |  |  |
| 1. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? |  |  |  |
| 5. | If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at <http://www.octa.net/pdf/cmpprepmanual.pdf>)? |  |  |  |
| Additional Comments: | | | | |
|  | | | | |

\_\_\_

3Exemptions include: any development generating less than 2,400 daily trips, any development generating less than 1,600 daily trips (if it directly accesses a CMP highway), final tract and parcel maps, issuance of building permits, issuance of certificate of use and occupancy, and minor modifications to approved developments where the location and intensity of project uses have been approved through previous and separate local government actions prior to January 1, 1992.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **CMP Monitoring Checklist: Capital Improvement Program (CIP)** | | | | |
| CMP Checklist | | **YES** | **NO** | **N/A** |
| 1. | Did you submit a seven-year CIP to OCTA by June 30? |  |  |  |
| 2. | Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)? |  |  |  |
| 3. | Is it consistent with air quality mitigation measures for transportation- related vehicle emissions? |  |  |  |
| 4. | Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP? |  |  |  |
| Additional Comments: | | | | |
|  | | | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management** | | | | |
| CMP Checklist | | **YES** | **NO** | **N/A** |
| 1. | Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity? |  |  |  |
| **NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO**  **ANSWER THE REMAINING QUESTION.** | | | | |
| 2. | If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies? |  |  |  |
| Additional Comments: | | | | |
|  | | | | |
| I certify that the information contained in this checklist is true.   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | |  |  |  |  |  |  |  | | Name (Print) |  | Title |  | Signature |  | Date | |  |  |  |  |  |  |  | | | | | |