

AGENDA

Measure M Taxpayer Oversight Committee -Annual Eligibility Review Subcommittee

Committee Members

Richie Kerwin Lim

Matt McGuinness, Chair District 5 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 maintennace 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.





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.





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

Stanley Counts

District 5 Sean Murdock
District 4 Nereida Villasenor

Ronald Randolph District 3 Lori Koh
Eugene Fields District 3 Sam Kaur
Alan Dubin District 2 May Hout

Margie Drilling District 2
Richie Kerwin Lim District 1

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.





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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.





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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. Guiness, 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.





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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.



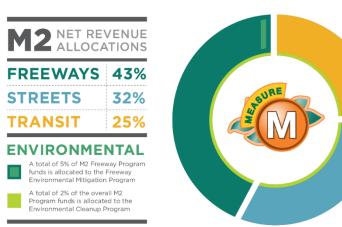
Annual Eligibility Review (AER) Subcommittee PowerPoint

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 <u>13</u> eligibility requirements to be eligible for M2 Net Revenues.
- TOC reviews 5 of the 13 eligibility requirements.
- AER Subcommittee has been designated by the TOC to review the 5 eligibility requirements.



AER SUBCOMMITTEE RESPONSIBILITIES

- Review the following <u>5</u> 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:
 - I. 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: I-2/Sept & I-2/March (Expenditure Report)

CONGESTION MANAGEMENT PROGRAM (CMP)

Purpose & Need

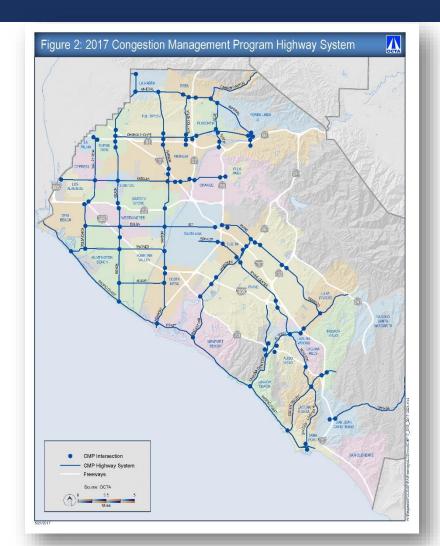
- M2 Eligibility Requirement: Comply with the conditions and requirements of the Orange County Congestion Management Program
- Required by State legislation (CA Gov. Code 65088-65089.10)
- Helps meet Federal requirements (§ 450.320)

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

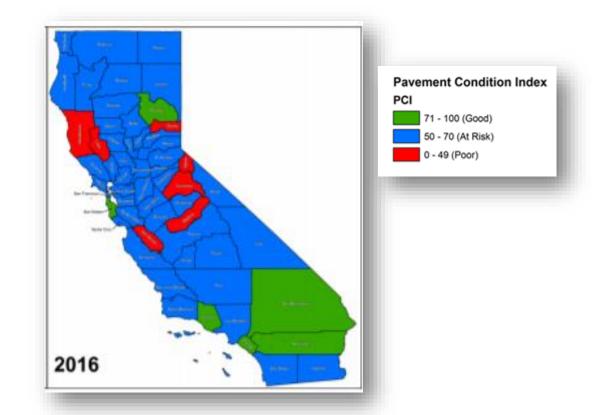
- Adopt and update biennially a PMP
- PMP includes:
 - Current status of pavement on roads
 - Seven-year maintenance and rehabilitation plan
 - Projected road pavement conditions
 - Alternative strategies and costs necessary to improve road pavement conditions

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*



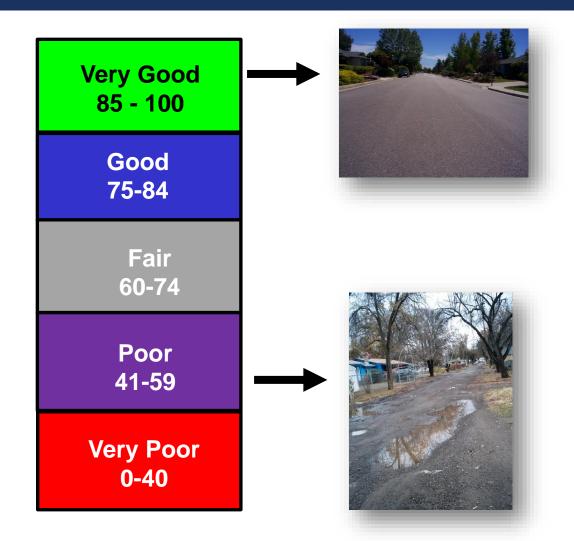
^{*2016} California Statewide Local Streets and Roads Needs Assessment

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



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	@A/@C	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	1	1	1	1	1	1		1	1	1	1	1	Micro	1	Y
Brea	O	G	G	G	G	G	1	· ·	*	1	1	1		1	*	1		1	Micro	*	Y
County of Orange	G	G	G	G	G	G	*	1	4	1	1	1	4	1	*	1	1	1	33	*	Y
Cypress	VG	VG	VG	F	G	IL.	*	*	*	1	1	1		*	*	*		1	Micro	*	Y
Dana Point	ø	ø	VG	VG	VG	ø	*	1	4	1	1	1	1	*	~	4	1	1	88	*	Y
Irvine	VG	VG	VG	VG	VG	VG	*	*	*	1	1	1	1	*	\	1	1	1	Micro	*	Y
La Habra	VG	G	VG	VG	VG	VG	*	1	4	1	1	1	1	*	~	1	1	1	Micro	*	Y
Lake Forest	G	G	G	G	G	F	1	1	1	1	1	1	1	1	~	1	1	1	88	*	Y
Los Alamitos	F	G	F	P	VP	F	1	1	1	1	1	1	1	1	*	1	1	1	Micro	*	Y
Newport Beach	G	G	G	G	G	G	1	1	1	1	1	1	1	1	~	1	1	1	Micro	*	Y
San Clemente	VG	VG	VG	G	G	G	1	1	1	1	1	1	1	1	*	1	1	1	Micro	*	Y
San Juan Capistrano	F	F	F	F	F	F	1	*	1	1	1	1	*	1	*	1	1	1	88	1	Y
Stanton	G	G	VG	G	G	G	1	1	1	1	1	1	1	1	4	1	1	1	Micro	4	Y
Tustin	VG	VG	VG	G	VG	G	1	*	1	1	1	1	*	1		1	1	1	Micro	*	Y

Legend							
Pavement Quality	Abbreviation	PCI					
Very Good	NG.	85-100					
Good	O	75-84					
Fair	F	60-74					
Poor	ď	41-59					
Very Poor	VP	0-40					

	Aoronyms
Mioro	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
88	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

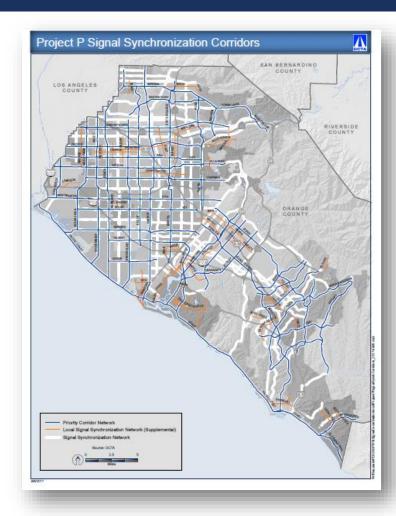
OCTA ROLES & RESPONSIBILITIES

- 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 Summar

Agency	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

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 litigation Fee Program Compilance Summary

Agency	Study	Fee Schedule	Polloy	Letter	Recommendation
Also 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 wifee		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
VIIIa 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



Congestion Management Program (CMP) Review

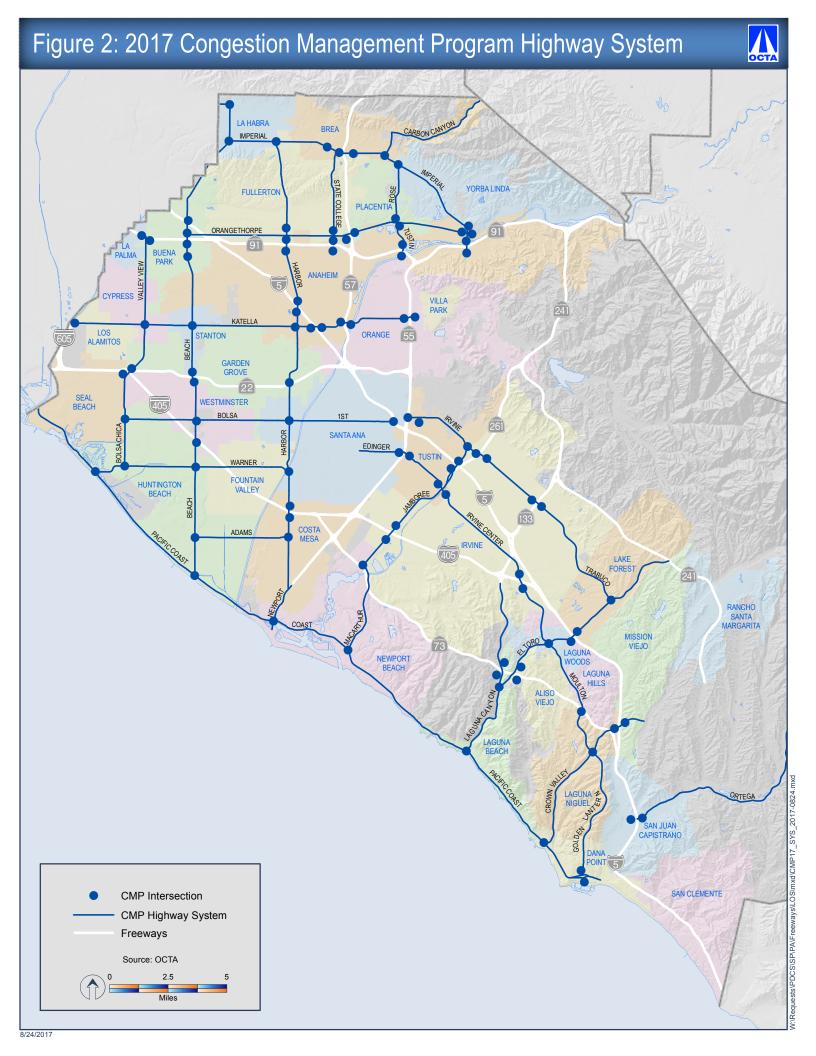
2017 Congestion Management Program Summary of Compliance

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





APPENDIX C

Congestion Management Program (CMP)

Jurisd	iction:	City of Aliso Viejo					
		CMP Monitoring C	hecklist: L	evel of Service	0		
CMP C	Checklist				YES	NO	N/A
1.	Check "Yes" if ei	X					
	There a						
	 Factorii jurisdic better. 	ng out statutorily-exempt activiticion are operating at LOS E (or t	es ¹ , all CMP inte the baseline leve	ersections within your el, if worse than E) or		5	
	NOTE:	ONLY THOSE AGENCIES THA ANSWER THE F			1 NEED 7	ГО	
2.	If any, please lis	t those intersections that are no	t operating at th	ne CMP LOS standards.			
	•						
	•						
	•			www.			
3.	implemented in	ntersections, if any, be improven the next 18 months or improven ng program (i.e., local agency C	nents programn	ned in the first year of			
	a. If not, operati	nas a deficiency plan been develong below the CMP LOS standard	oped for each ir s?	tersection that will be			
Additio	onal Comments:						
						,	ā
I certi	fy that the inform	ation contained in this checklist i	s true.				
SHAUN PHUEPER CITT ENGINEER ALL Date 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.



Jurisdiction: City of Aliso Viejo					
		CMP Monitoring Checklist: Deficiency Plans			
CMI	P Checklist		YES	NO	N/A
1.	Check "Yes"	if either of the following apply:	[X]		
	• The	ere are no CMP intersections in your jurisdiction.			
	juri	toring out statutorily-exempt activities ² , all CMPHS intersections within your sdiction are operating at LOS E (or the baseline level, if worse than E) or ter.			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	•
		ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found to not meet the CMP LOS standards.				
	•				
3.	Are there im	provements to bring these intersections to the CMP LOS standard scheduled on during the next 18 months or programmed in the first year of the CIP?	□		
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
		ANSWER THE REMAINING QUESTIONS.		,	
4.	Has a deficion	ency plan or a schedule for preparing a deficiency plan been submitted to			
5.	Does the de	ficiency plan fulfill the following statutory requirements:		.	
	a,	Include an analysis of the causes of the deficiency?			
	b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			
	c.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			
		 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 			

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



Juris	diction: City of Aliso Viejo			
	CMP Monitoring Checklist: Deficiency Plans (cor	nt.)		
CMP	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?		П	
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	tional Comments:			*
24				
I cert	rify that the information contained in this checklist is true.			
SHAUD RELLEGIER CITY ENGINEEL Signature		6/2	26/17 Date	



Jurisdiction:

City of Aliso Viejo

APPENDIX C

Congestion Management Program (CMP)

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



Juri	sdiction:	City of Aliso Viejo					
	СМР	Monitoring Checklist: Capital Improvement	Program				
СМР	Checklist		YES	NO	N/A		
1.	Did you submit a se June 30?	even-year Capital Improvement Program (CIP) to OCTA by	X				
2.		le projects to maintain or improve the performance of the CMPHS expansion, safety, maintenance, and rehabilitation)?	X				
3.	Is it consistent with emissions?	air quality mitigation measures for transportation- related vehicle	X				
4.	Was the Web Smar	t CIP provided by the OCTA used to prepare the CMP CIP?	X				
Add	itional Comments:	2					
I ce	I certify that the information contained in this checklist is true.						
Shaun Pelletier Public Works Director/City Engineer			4/20	40			
	Name (Print)	Title Signatu	re]	Date		



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:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED	ГО	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local 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?	_		0
Additio	onal Comments:			
I certif	y that the information contained in this checklist is true.			
Signatu				
	Title: Associate Transportation Planner			

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



Jurisdiction:

5.

City of Anaheim

Does the deficiency plan fulfill the following statutory requirements:

a. Include an analysis of the causes of the deficiency?

by SCAQMD (see the CMP Preparation Manual)?

Include a list of improvements necessary to maintain minimum LOS

standards on the CMPHS and the estimated costs of the improvements?

costs, which will improve LOS on the CMPHS and improve air quality?

Include a list of improvements, programs, or actions, and estimates of their

i. Do the improvements, programs, or actions meet the criteria established

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
CM	IP Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	DTO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found to not meet the CMPLOS standards.	<u></u>		0
	•			
	• =			
	•			
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?			0
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			0

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



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

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?				0	
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?				
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			0	
9.	Has necessary inter-jurisdictional coordination occurred?				
10.	Please describe any innovative programs, if any, included in the deficiency plan:				

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

City of Anaheim

Signature:

Title:

Additional Comments:

Transpiration Plance



Congestion Management Program (CMP)

Jurisdiction:	City of Anaheim	
	- City of Autorionia	

	CMP Monitoring Checklist: Land Use Coordinati	on			
CMI	P Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	×			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	0	0	0	
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	X			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	ТО		
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		_ 9		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicated whether any are outside of your jurisdiction).			X	
'					
	•				
	•				
	Were mitigation measures and costs identified for each and included in your seven-year CIP?	0		X	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			X	
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?	X		0	
Addi	itional Comments:				
I certify that the information contained in this checklist istrue.					
Signature: Associate Turqueture Plane					

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 A		City of Anaheim			
	СМЕ	Monitoring Checklist: Capital Improvement	Program		
CMI	Checklist		YES	NO	N/A
1.	Did you submit a se June 30?	even-year Capital Improvement Program (CIP) to OCTA by	X		
2.	Does the CIP including capacity	de projects to maintain or improve the performance of the CMPHS expansion, safety, maintenance, and rehabilitation)?	X		
3.	Is it consistent with emissions?	air quality mitigation measures for transportation- related vehicle	X		
4.	Was the Web Smar	t CIP provided by the OCTA used to prepare the CMPCIP?	×		
Add	rtional Comments				
	ature:	at Tons polition Physics			



Juris	sdiction:	City of Brea			
1.11	ren Mes	CMP Monitoring Checklist: Level of Service			
СМР	Checklist		YES	NO	N/A
1,	Check "	es" if either of the following apply:	X		E.
	•	There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, p	lease list those intersections that are not operating at the CMP LOS standards.			X
3.	impleme	icient intersections, if any, be improved by mitigation measures to be nted in the next 18 months or improvements programmed in the first year of nt 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?		а	×
Addit	tional Comn	nents:	4.15	17.12	
I cer	tify that the	information contained in this checklist is true.	,		
Le	ew Gluesin	g City Traffic Engineer			5/2/17
		ne (Print) Title Signature		<u> </u>	Date

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



Congestion Management Program (CMP)

Jurisdiction: City of Brea		City of Brea			
4	(4) 1 (1)	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist		YES	NO	N/A
1.	Check "Yes" if	either of the following apply:	X		i de la composición della comp
	There	are no CMP intersections in your jurisdiction.			
		ring out statutorily-exempt activities ² , all CMPHS intersections within your iction are operating at LOS E (or the baseline level, if worse than E) or			
	NOTE:	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEF	D TO	N. Pr
7.13		ANSWER THE REMAINING QUESTIONS.			
2.	•	ist those intersections found to not meet the CMP LOS standards.			X
3.		ovements to bring these intersections to the CMP LOS standard scheduled during the next 18 months or programmed in the first year of the CIP?			×
	NOTE:	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO ANSWER THE REMAINING QUESTIONS.	N 3 NEE	D TO	
4.	Has a deficience OCTA?	cy plan or a schedule for preparing a deficiency plan been submitted to			X
5.	Does the defici	ency plan fulfill the following statutory requirements:			
	a. I	nclude an analysis of the causes of the deficiency?			X
		nclude a list of improvements necessary to maintain minimum LOS tandards on the CMPHS and the estimated costs of the improvements?			X
		nclude a list of improvements, programs, or actions, and estimates of their osts, which will improve LOS on the CMPHS and improve air quality?			×
	i	Do the improvements programs or actions meet the criteria established	П	П	(XI

by SCAQMD (see the CMP Preparation Manual)?

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



Juris	sdiction:	City of Brea			
		CMP Monitoring Checklist: Deficiency Plans (co	ont.)		
СМР	Checklist		YES	NO	N/A
6.	Are the capita seven-year CN	l improvements identified in the deficiency plan programmed in your 4P CIP?			×
7.	Does the deficient	ciency plan include a monitoring program that will ensure its on?			X
8.		ciency plan include a process to allow some level of development to ing correction of the deficiency?			X
9.	Has necessary	nter-jurisdictional coordination occurred?			×
10.					
Addi	itional Commei	nts:			
I cer	tify that the info	rmation contained in this checklist is true.	2		
L	ew Gluesing	City Traffic Engineer		-	/2/17
	Name (P	Print) Title Signatur	e	1	Date



Jurisdiction:	City of Brea

CMP Monitoring Checklist: Land Use Coordination							
CMP Checklist YES NO							
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X					
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			×			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³	×					
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.							
3.	If so, how many?		3				
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction).	standards	(indicate	X			
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?			X			
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			X			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?	X		0			
Addi	itional Comments:						
I certify that the information contained in this checklist is true.							
=	Lew Gluesing City Traffic Engineer		- 1	2/17			
	Name (Print) Title Signature		/ D	ate			

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



	CMD Monitoring Chack	lict. Capital Improvement F	No al no ma	2-12-21	102
h		list: Capital Improvement F			
CMF	P Checklist		YES	NO	N/A
1	Did you submit a seven-year Capital Improveme June 30?	X		0	
2.	Does the CIP include projects to maintain or im (including capacity expansion, safety, maintena		X		
3.	Is it consistent with air quality mitigation measuemissions?	ires for transportation- related vehicle	X		0
4.	Was the Web Smart CIP provided by the OCTA	used to prepare the CMP CIP?	×		
Add	ditional Comments:	MINISTRUMENT OF THE PARTY OF TH			
	actorial Comments.				100
	actional Comments.				1 ((2)
I ce	ertify that the information contained in this checkli	st is true.	L		2/17



Congestion Management Program (CMP)

Juris	diction:	City of Bue	ena Park				
		СМР	Monitoring Checklist: I	evel of Service			
CMF	Checklist				YES	NO	N/A
1.	Check "Yes" if	either of the fo	llowing apply:		×		
	• Ther	e are no CMP in	tersections in your jurisdiction.				
	Factor jurisor bette	liction are opera	rily-exempt activities ¹ , all CMP intiting at LOS E (or the baseline lev	ersections within your el, if worse than E) or			
	NOT	E: ONLY THOS	E AGENCIES THAT CHECKED " ANSWER THE REMAINING Q		1 NEED	го	
2.	If any, please	list those interso	ections that are not operating at the	ne CMP LOS standards.			
3.	implemented i	n the next 18 m	f any, be improved by mitigat onths or improvements programm .e., local agency CIP, CMP CIP, Me	ed in the first year of			
			cy plan been developed for each ne CMP LOS standards?	intersection that will			
Addit	ional Comments:						
I cert	ify that the inforn	nation containec	l in this checklist is true.				
	David Jacobs, F	.E, L.S.	Director of Public Works	91 ×		1	15-12
	Name (Prir		Title	Signature		- - C	Date

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.



Jurisdiction:

4.

OCTA?

City of Buena Park

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
СМ	IP 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 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 QUESTIONS. 	N 1 NEE	D TO	
2.	If any, please list those intersections found to not meet 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?

Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to

Does the deficiency plan fulfill the following statutory requirements: Include an analysis of the causes of the deficiency? Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality? i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.

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.



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans (co	ont.)		
CMI	P Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP 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:			

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

Date 15 /

Date



Congestion Management Program (CMP)

Juris	diction:	City of Buen	a Park				
		CMP Moni	itoring Checklist: Lan	d Use Coordinati	ion		
CMF	P Checklist				YES	NO	N/A
1.	Have you ma previous CMP		ffic impact analysis (TIA) proces	ss you selected for the	X		
		ot, have you submitte eview and approval?	ed the revised TIA approach and	d methodology to OCTA	. 🗆		×
2.	Did any deve	lopment projects req	uire a CMP TIA during this CMP	cycle? ³	X		
	NC		AGENCIES THAT CHECKED " ANSWER THE REMAINING (2 NEED	то	
3.	If so, how ma	any?				2	
4.		y CMPHS links & inte are outside of your ji	rsections that were projected to urisdiction).	not meet the CMP LOS s	standards	(indicate	X
		e mitigation measure n-year CIP?	es and costs identified for each a	and included in your			X
			ntersections were outside your j other jurisdictions to develop a n				X
5.	consistency re		used, did you follow the data a ribed in the CMP Preparation Marepmanual.pdf)?		X		
Addi	itional Commen	ts:					
T	4:5. 41. 4. 41.						
I cer	tify that the inf	ormation contained	in this checklist is true.				
	David Jacobs		Director of Public Works	2/6		_	3/17
	Name (Print)	Title	Signature		Da	ate

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



Name (Print)

APPENDIX C

Congestion Management Program (CMP)

Signature

Date

Juris	sdiction:	Buena Park			
		CMP Monitoring Checklist: Capital Improvement	Program		
СМ	P Checklist		YES	NO	N/A
1.	Did you submi June 30?	it a seven-year Capital Improvement Program (CIP) to OCTA by	×		
2.		include projects to maintain or improve the performance of the CMPHS acity expansion, safety, maintenance, and rehabilitation)?	X		
3.	Is it consistent emissions?	t with air quality mitigation measures for transportation- related vehicle	X		
4.	Was the Web	Smart CIP provided by the OCTA used to prepare the CMP CIP?	×		
Add	litional Comment	ts:			
I ce	rtify that the info	ormation contained in this checklist is true.		4	
	David Jacobs	, P.E., L.S. Director of Public Works	1	6	15-17

Title



Juris	diction:	City of Costa Mesa			
		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "Y	es" if either of the following apply:	Ø		
	•	There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 ANSWER THE REMAINING QUESTIONS.	NEED 1	го	
2.	If any, p	lease list those intersections that are not operating at the CMP LOS standards.			
3.	impleme	cient intersections, if any, be improved by mitigation measures to be nted in the next 18 months or improvements programmed in the first year of nt funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			0
	a.	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additi	onal Comm	nents:			
I certi	fy that the	information contained in this checklist is true.			
Raj	ja Sethura	man Public Services Director Paja Sellura ne (Print) Title Signature	-	6-2	29-17
.00	Name (Print) Title Signature Date			Date	

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



Congestion Management Program (CMP)

Juri	isdiction:	City of Costa Mesa			
		CMP Monitoring Checklist: Deficiency Plans			
CMI	P Checklist		YES	NO	N/A
1.	Check "Yes"	if either of the following apply:	☑		
	• The	re are no CMP intersections in your jurisdiction.			
	• Fac juri bet	toring out statutorily-exempt activities ² , all CMPHS intersections within your sdiction are operating at LOS E (or the baseline level, if worse than E) or ter.			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS. ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, pleas	e list those intersections found to not meet the CMP LOS standards.			
3.	Are there im	provements to bring these intersections to the CMP LOS standard scheduled on during the next 18 months or programmed in the first year of the CIP?	III		
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
 		ANSWER THE REMAINING QUESTIONS.	·		· · · · · · · · · · · · · · · · · · ·
4.	Has a deficie OCTA?	ency plan or a schedule for preparing a deficiency plan been submitted to			
5.	Does the de	ficiency plan fulfill the following statutory requirements:			
	a.	Include an analysis of the causes of the deficiency?			
	b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			
	C.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			
		 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 	В		

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



Juris	sdiction:	City of Costa Mesa				
		CMP Monitoring Checklist: Defic	iency Plans (co	ont.)		
СМР	Checklist			YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?					
7.	Does the deficie	ncy plan include a monitoring program that will e	nsure its			
8.		ncy plan include a process to allow some level of g correction of the deficiency?	development to			
9.	Has necessary in	nter-jurisdictional coordination occurred?				
10.	Please describe	any innovative programs, if any, included in the o	leficiency plan:			
Addi	tional Comment	S:				
I cer	tify that the inform	nation contained in this checklist is true.	0 01			
R	aja Sethuraman	Public Services Director	Keja Seth	wen -		29-17
	Name (Prin	nt) Title	Signature	1		Date



6-29-17

Date

Congestion Management Program (CMP)

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

Public Services Director

Title

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

Raja Sethuraman

Name (Print)

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



Jur	isdiction:	City of Costa Mesa			
	C	MP Monitoring Checklist: Capital Imp	rovement Program		
СМІ	Checklist		YES	NO	N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OC	TA by ☑	0	
2.	 Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)? 				
3.	Is it consistent emissions?	elated vehicle			
4.	Was the Web S	mart CIP provided by the OCTA used to prepare the CMP	CIP?		
Ice	rtify that the info	mation contained in this checklist is true.			
	taja Sethuraman		Toja Sethum	- 6-2	29-17
-	Name (Pr	int) Title	Signature		Date



Juris	diction:	County of Orange			
		CMP Monitoring Checklist: Level of Service			
CMF	Checklist		YES	NO	N/A
1.	Check "Yes"	if either of the following apply:	1		
	• The	ere are no CMP intersections in your jurisdiction.			
	• Fac	ctoring out statutorily-exempt activities ¹ , all CMP intersections within your soliction are operating at LOS E (or the baseline level, if worse than E) or ter.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED	го	
2.	If any, pleas	e list those intersections that are not operating at the CMP LOS standards.			
3.	implemented	nt intersections, if any, be improved by mitigation measures to be d in the next 18 months or improvements programmed in the first year of unding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			
		not, has a deficiency plan been developed for each intersection that will operating below the CMP LOS standards?			
Addi	tional Comment	s:			
I cer	tify that the info	ormation contained in this checklist is true.			
	Hany Al	hmed Interim Manager, OC Infrastructure	das	- GI	20117
8	Name (F		~ 4~	<u> 6/</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.



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

		CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checkl	ist	YES	NO	N/A
1.	Check "	Yes" if either of the following apply:	√		
	•	There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ² , all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			

County of Orange

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.

for completion during the next 18 months or programmed in the first year of the CIP?

۷.	If any, please list those intersections found to not meet the CMP LOS standards.		Ь
	•		
	•		
	•		
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled		

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.

4.	Has a deficiency plan or a scho OCTA?			
5.	Does the deficiency plan fulfill	the following statutory requirements:		
	a. Include an analy	sis of the causes of the deficiency?		
		mprovements necessary to maintain minimum LOS CMPHS and the estimated costs of the improvements?		

c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?

i. Do the improvements, programs, or actions meet the criteria established by 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.



lurisc	diction:	County of Or	ange				
		CMP Monit	oring Checklist: Defic	iency Plans (co	ont.)		
СМР	Checklist				YES	NO	N/A
6.	Are the capita seven-year CM		ntified in the deficiency plan prog	grammed in your			
7.	Does the deficing implementation		a monitoring program that will er	nsure its			
8.		ciency plan include a	a process to allow some level of a deficiency?	development to			
9.	Has necessary	inter-jurisdictional	coordination occurred?				
Addi	itional Commer	nts:					
I cer	tify that the info	rmation contained i	n this checklist is true.				
_	Hany Ah		Interim Manager, OC Infrastructure Programs/Programming Title	Merry C	en	_ 6/	28 / E



Congestion Management Program (CMP)

CM	CMP Monitoring Checklist: Land Use Coordina			
CM	P Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	/		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			✓
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		1	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTIO ANSWER THE REMAINING QUESTIONS.	N 2 NEED	го	
3.	If so, how many?		.9285950	
4.	whether any are outside of your jurisdiction). • • •			
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?			

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.

Interim Manager, OC Infrastructure Programs/Programming

Title

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

Hany Ahmed
Name (Print)



Juris	CMP Mo CMP Checklist 1. Did you submit a seven-y June 30? 2. Does the CIP include proj (including capacity expan		of Orange				
	C	MP Monit	oring Checklist: Capital I	mprovement P	rogram		
СМ	P Checklist				YES	NO	N/A
1.		t a seven-year	Capital Improvement Program (CIP) to	o OCTA by	~		
2.					*		
3.	Is it consistent emissions?	with air quality	/ mitigation measures for transportation	on- related vehicle	*		
4.	Was the Web S	CMP Monitoring Checklist: Capital Improvement Program (CIP) to OCTA by June 30? Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)? Is it consistent with air quality mitigation measures for transportation- related vehicle emissions? Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP? ional Comments:	/				
Add	litional Comment	:S:					
		CMP Monitoring Checklist: Capital Improvement necklist old you submit a seven-year Capital Improvement Program (CIP) to OCTA by une 30? loses the CIP include projects to maintain or improve the performance of the CMPHS including capacity expansion, safety, maintenance, and rehabilitation)? Is it consistent with air quality mitigation measures for transportation- related vehicle missions? Vas the Web Smart CIP provided by the OCTA used to prepare the CMP CIP? Inal Comments:					
I ce	ertify that the info	ormation contai	ned in this checklist is true.				
_			Interim Manager, OC Infrastructure Programs/Programming	Hours a	adr	61	28/1
	Name (f	Print)	Title	Signature	,	[Date



Name (Print)

APPENDIX C

Date

Signature

Congestion Management Program (CMP)

lurisd	liction:	City of Cypress			
		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "Yes	" if either of the following apply:	X		
	• TI	nere are no CMP intersections in your jurisdiction.			
	ju	actoring out statutorily-exempt activities ¹ , all CMP intersections within your risdiction are operating at LOS E (or the baseline level, if worse than E) or etter.			
	N	OTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, plea	ase list those intersections that are not operating at the CMP LOS standards.			
3.	implement	ent intersections, if any, be improved by mitigation measures to be ed in the next 18 months or improvements programmed in the first year of funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			
		not, has a deficiency plan been developed for each intersection that will e operating below the CMP LOS standards?			
Addit	tional Comme	nts:			
		oformation contained in this checklist is true.		1	
K	amran Dadk	peh City Engineer Kamun J	ndbeh	6	- 28

Title

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



Jurisdiction:

City of Cypress

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, please list those intersections found to not meet 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?			0
RY	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?			

Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?

by SCAQMD (see the CMP Preparation Manual)?

Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?

i. Do the improvements, programs, or actions meet the criteria established

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.



luris	diction:	City of Cypress					
		CMP Monitoring	Checklist: Def	iciency Plans (co	ont.)		
CMF	Checklist				YES	NO	N/A
6.	Are the capit seven-year C	al improvements identified i MP CIP?	n the deficiency plan p	rogrammed in your	×		
7.	Does the def	iciency plan include a monit on?	oring program that wil	l ensure its	×		
8.		iciency plan include a proceding correction of the deficient		of development to	×		. 0
9.	Has necessar	y inter-jurisdictional coordir	nation occurred?		×		
Add	itional Comme	ents.					
I ce	rtify that the in	formation contained in this o	checklist is true.	1/2 1		,	7 0
K	Kamran Dadb		City Engineer	Kumuan	adbeh	6-	18-
	Name	(Print)	Title	Signatur	е	l	Date



	CMP Monitor	ring Checklist: Lan	d Use Coordinati	on		
CMF	Checklist			YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?					
	a. If not, have you submitted the for review and approval?	he revised TIA approach an	nd methodology to OCTA			
2.	Did any development projects require	a CMP TIA during this CM	cycle? ³	X		
		ENCIES THAT CHECKED SWER THE REMAINING		2 NEED 1	го	
3.	If so, how many?				1	
4.	Please list any CMPHS links & intersect whether any are outside of your jurison	diction).	o not meet the CMP LOS	standards	(indicate	X
	a. Were mitigation measures a seven-year CIP?	nd costs identified for each	and included in your			X
	b. If any impacted links & inter agency coordinate with other					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
Add	litional Comments:					
I ce	ertify that the information contained in t	this checklist is true.				
ı	Kamran Dadbeh	City Engineer	Kamion	dleh	6-1	18-1
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.



luris	diction:	City of Cypress					
	CI	MP Monitoring	Checklist: Capita	I Improvement	Program		
CMF	Checklist				YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?				X		
2.	Does the CIP in (including capa	clude projects to main city expansion, safety,	ntain or improve the perfo maintenance, and rehabi	rmance of the CMPHS litation)?	X		
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?				X		
4.	4. Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?				X		
Add	litional Comments	:					
I ce	ertify that the info	rmation contained in t	this checklist is true.			,	
	Kamran Dadbe	h	City Engineer	Kaincon	odteh	6-2	8-17
	Name (F	Print)	Title	Signat	ure		Date
	Name (F	* * * * * * * * * * * * * * * * * * *	THE				_



	CMP Monitoring Checklist: Level of Service			
CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:		□	
	There are no CMP intersections in your jurisdiction.	1 A 1		
	 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. 			The sales of the
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	L NEED 7	ъ	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. •	1 2 E	* ± ±	
	•			
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)?			I
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
4ddit	ional Comments:			
I cerl	tify that the information contained in this checklist is true.	/	,	
	att Sinacori Deputy P.W. Director			

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



Jurisdiction:

City of Dana Point

APPENDIX C

 \Box .

Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans								
CMP Checklist			NO	N/A				
1.	Check "Yes" if either of the following apply:	T.						
	There are no CMP intersections in your jurisdiction.		7 " -					
	 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. 	50 50 50 50 50 50 50 50 50 50 50 50 50 5	8	1				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO					
If any, please list those intersections found to not meet the CMP LOS standards.				U				

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.

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?

Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to

	OCTA?				-			
5.	Does t	Does the deficiency plan fulfill the following statutory requirements:						
		a.	Include an analysis of the causes of the deficiency?	· 🗆 ·		Ø		
		b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?					
		c.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			☑		
- [Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 					

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



Congestion Management Program (CMP)

Juris	diction: City of Dana Point								
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?			<u> </u>					
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			ď					
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:								

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

Matt Sinacori

Deputy P.W. Director

Name (Print)

Title

S/26 Date



Juri	sdiction: City of Dana Point		2 2					
	CMP Monitoring Checklist: Land Use Coordination	on						
СМР	CMP Checklist YES							
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?							
5	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?							
2.	Did any development projects require a CMP TIA during this CMP cycle? ³							
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED T	о					
3.	If so, how many?							
4.	4. Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).							
		n 1 <u>.</u> n 2	= = = = = = = = = = = = = = = = = = = =	E				
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 	, 🗆						
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 							
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?			ø				
Add	itional Comments:							
	rtify that the information contained in this checklist is true. Matt Sinacori Deputy P.W. Director	/	_ 5/	26/17				
	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.



Juri	sdiction:	City of Dana Point	# S	1	
	C	MP Monitoring Checklist: Capital Improvement P	rogram		
CMP	Checklist		YES	NO	N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OCTA by	₩		
2.		nclude projects to maintain or improve the performance of the CMPHS acity expansion, safety, maintenance, and rehabilitation)?			
3.	Is it consistent emissions?	☑			
4.	Was the Web S	Smart CIP provided by the OCTA used to prepare the CMP CIP?	4		
Add	itional Comment	S:			
I ce	rtify that the info	ormation contained in this checklist is true.			
Λ	/latt Sinacori	Deputy P.W. Director		5/26	117
_	Name (F	Print) Title Signature			Date



Juris	diction:	City of Fountain Valley			
		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "Y	es" if either of the following apply:			
		There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	L NEED 1	го	
2.	If any, p	lease list those intersections that are not operating at the CMP LOS standards.			
3.	impleme	cient intersections, if any, be improved by mitigation measures to be nted in the next 18 months or improvements programmed in the first year of nt 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?			
Addit	ional Comm	ents:			
I cert	ify that the	information contained in this checklist is true.			
Te	emo Galv		X	6.15	7 105.c
	Nan	ne (Print) Title Signature		1	Date

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



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
CM	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:			
	There are no CMP intersections in your jurisdiction.			
	 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

City of Fountain Valley

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.						
	•						
	•						
	•						
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEF	D TO				

ANSWER THE REMAINING QUESTIONS. 4. Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to

OCTA?			
 Does the de	ficiency plan fulfill the following statutory requirements:		
a.	Include an analysis of the causes of the deficiency?		
b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?		
C.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	П	

i. Do the improvements, programs, or actions meet the criteria established

by SCAQMD (see the CMP Preparation Manual)?

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



Juri	sdiction:	City of Fountain Valley					
		CMP Monitoring Checklist: Deficiency Plans (co	ont.)				
CMP	Checklist		YES	NO	N/A		
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?						
7.	Does the defici	ency plan include a monitoring program that will ensure its n?					
8.		ency plan include a process to allow some level of development to ag correction of the deficiency?					
9.	Has necessary inter-jurisdictional coordination occurred?						
Addi	itional Comment	ts:					
I cer	tify that the infor	mation contained in this checklist is true.					
T	emo Galvez	Deputy City Engineer	and /		5.2017		
	Name (Pri	int) Title Signature	,	Г	Date		



Congestion Management Program (CMP)

Juri	isdiction:	City of Fountain Valley			
		CMP Monitoring Checklist: Land Use Coordinate	tion		
CMF	Checklist		YES	NO	N/A
1.	Have you maintai previous CMP?	ined the CMP traffic impact analysis (TIA) process you selected for the			
		nave you submitted the revised TIA approach and methodology to OCTA ew and approval?			
2.	Did any developm	nent projects require a CMP TIA during this CMP cycle? ³			
	NOTE	ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	I 2 NEED 7	го	
3.	If so, how many?			N/A	Α
4.		MPHS links & intersections that were projected to not meet the CMP LOS outside of your jurisdiction).	; standards	(indicate	•
	a. Were mi seven-ye	itigation measures and costs identified for each and included in your ear CIP?			
	b. If any in agency o				
5.	consistency requi	nodel was/will be used, did you follow the data and modeling irements as described in the CMP Preparation Manual (available online ta.net/pdf/cmpprepmanual.pdf)?			
Add	itional Comments:				
I ce	rtify that the inforn	nation contained in this checklist is true.			
т	emo Galvez	Deputy City Engineer	me!	6.15	.2017
	Name (Prin		,	<u> </u>	Date

Signature

Title

Name (Print)

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.



Juri	isdiction:	City of Fountain Valley				
	C	CMP Monitoring Checklist: Capital Improvement P	rogram			
CMF	Checklist		YES	NO	N/A	
1.	Did you submit June 30?	t a seven-year Capital Improvement Program (CIP) to OCTA by				
2.		nclude projects to maintain or improve the performance of the CMPHS acity expansion, safety, maintenance, and rehabilitation)?				
3.	Is it consistent emissions?					
4.	Was the Web S	Smart CIP provided by the OCTA used to prepare the CMP CIP?				
Add	itional Comments	s:				
		<i>©.</i>				
I cei	rtify that the info	ormation contained in this checklist is true.				
	Temo Galvez Name (Print) Deputy City Engineer Title Signature					



Juris	diction:	City of Fullerton			
	СМ	P Monitoring Checklist: Capital Improvement P	rogram		,
CMI	Checklist		YES	NO	N/A
1.	Did you submit a June 30?	X	0		
2.	Does the CIP including capacit	ude projects to maintain or improve the performance of the CMPHS y expansion, safety, maintenance, and rehabilitation)?	X		
Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?					
4.	Was the Web Sma	art CIP provided by the OCTA used to prepare the CMP CIP?	X		
Add	itional Comments:				
I cei	tify that the informa	ation contained in this checklist is true.			
Н	ye Jin Lee	Water Systems Manager		5-0	4-17
	Name (Print)	Assistant City Engineer Signature		Da	ate



Congestion Management Program (CMP)

Jurisd	iction:		City of Fuller	ton					
			СМР М	onitoring Chec	cklist: L	evel of Serv	ice		ing Y
СМР	Checklist						YES	NO	N/A
1.	Check '	'Yes" if e	either of the follo	wing apply:			X		
	•	There	are no CMP inter	sections in your juriso	diction.	*			
	•		ction are operatir	y-exempt activities ¹ , and at LOS E (or the base)					
		NOTE		AGENCIES THAT CH ANSWER THE REMA		_	ION 1 NEEL	то	
2.	If any,	please li	ist those intersect	ions that are not ope	rating at the	e CMP LOS standa	irds.		
3.	implem	ented in	the next 18 mon	any, be improved to ths or improvements , local agency CIP, CN	programme	d in the first year	be 🗆		
	a.	If not, be ope	has a deficiency erating below the	plan been developed CMP LOS standards?	d for each i	ntersection that v	will 🗆		
Additio	onal Comi	ments:							<u> </u>
						^	A		
I certii	fy that the	informa	ation contained in	this checklist is true.			M	·	-
Mark	Miller	ne (Print	<u> </u>	City Traffic Enginee)r	1/2/1/2	elle	<u> 5-2</u>	317
Name (Print) Title V Signature				ture		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.



Juri	isdiction:	City of Fullerton				
		CMP Monitoring Checkl	ist: Deficiency Plans			
CM	1P Checklist			YES	NO	N/A
1.	Check "Yes" if eith	ner of the following apply:	-	X		
	There are	e no CMP intersections in your jurisdiction				
	 Factoring jurisdiction better. 	out statutorily-exempt activities ² , all CMF on are operating at LOS E (or the baseline	PHS intersections within your elevel, if worse than E) or			
	NOTE: Of	NLY THOSE AGENCIES THAT CHEC	CKED "NO" FOR QUESTIC	N 1 NE	D TO	
		ANSWER THE REMAIN	ING QUESTIONS.			
2.	If any, please list	those intersections found to not meet the	CMP LOS standards.			
	• ——					
	•				ſ	
	•					
3.	Are there improve for completion dur	ments to bring these intersections to the (ing the next 18 months or programmed in	CMP LOS standard scheduled the first year of the CIP?			
	NOTE: ON	ILY THOSE AGENCIES THAT CHEC	KED "NO" FOR QUESTIO	N 3 NEE	D TO	
		ANSWER THE REMAIN	ING QUESTIONS.			
4.	Has a deficiency pl OCTA?	an or a schedule for preparing a deficienc	y plan been submitted to			
5.	Does the deficiency	y plan fulfill the following statutory require	ements:			
	a. Inclu	de an analysis of the causes of the deficie	ncy?			
	b. Inclu- stand	de a list of improvements necessary to ma lards on the CMPHS and the estimated co	aintain minimum LOS sts of the improvements?			
	c. Inclu costs	de a list of improvements, programs, or a , which will improve LOS on the CMPHS a	ctions, and estimates of their and improve air quality?			
è	i. Do by	the improvements, programs, or actions SCAQMD (see the CMP Preparation Manu	meet the criteria established ial)?			

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



	CMP Monitoring Checklist: Deficiency Plans (co	-4.3			
CMF	Checklist	YES	NO.	1	
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	YES	NO	N/A	
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?	X	0		
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?				
9.	Has necessary inter-jurisdictional coordination occurred?		0	0	
10.	Please describe any innovative programs, if any, included in the deficiency plan:				
ddit	onal Comments:				
certify Nark N	that the information contained in this checklist is true. City Traffic Engineer		F 93	0	
	Name (Print) City Treffic Engineer Signature Date				



Congestion Management Program (CMP)

Juris	diction:	City of Fullerton			
		CMP Monitoring Checklist: Land Use Coordination	on		
СМІ	Checklist		YES	NO	N/A
1.	Have you main previous CMP?	tained the CMP traffic impact analysis (TIA) process you selected for the	X		
	a. If not, for rev	have you submitted the revised TIA approach and methodology to OCTA riew and approval?		□	_
2.	Did any develop	oment projects require a CMP TIA during this CMP cycle? ³	X		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.					
3.	If so, how man	y?		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).				X
	•				
	a. Were r seven-	nitigation measures and costs identified for each and included in your year CIP?			X
	b. If any agency	impacted links & intersections were outside your jurisdiction, did your coordinate with other jurisdictions to develop a mitigation strategy?	X		
5.	consistency requ	model was/will be used, did you follow the data and modeling uirements as described in the CMP Preparation Manual (available online octa.net/pdf/cmpprepmanual.pdf)?			X
Addi	tional Comments				
I cer	tify that the infor	mation contained in this checklist is true.			
M:	ark Miller	City Traffic Engineer	h	5-23	
Name (Print) Title Signature			Da	te	

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.



Congestion Management Program (CMP)

		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "Yes" i	f either of the following apply:	¥		
	• The	re are no CMP intersections in your jurisdiction.			
		oring out statutorily-exempt activities ¹ , all CMP intersections within your diction are operating at LOS E (or the baseline level, if worse than E) or er.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	го	
2.	If any, please	e list those intersections that are not operating at the CMP LOS standards.			
3.	implemented	t intersections, if any, be improved by mitigation measures to be in the next 18 months or improvements programmed in the first year of inding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?	0		
		ot, has a deficiency plan been developed for each intersection that will be rating below the CMP LOS standards?	0		
Addi	tional Comments				
Addi	tional 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.

City Engineer

Title

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

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

Name (Print)



Jurisdiction:	City of Garden Grove	

CMP Monitoring Checklist: Deficiency Plans							
СМ	P Checklist	YES	NO	N/A			
1.	Check "Yes" if either of the following apply:	X					
) (1	There are no CMP intersections in your jurisdiction.						
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NEE	D TO				
	ANSWER THE REMAINING QUESTIONS.						
2.	2. If any, please list those intersections found to not meet the CMP LOS standards.						
	•						
	•						
	•						
3.	3. Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 3 NEE	D TO				
Lagran II	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:		S				
	a. Include an analysis of the causes of the deficiency?						
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?						
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?						
	 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 						

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



Juris	city of Garden Grove			
	CMP Monitoring Checklist: Deficiency Plans (co	nt.)		
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?			
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	itional Comments:			
I cer	tify that the information contained in this checklist is true.	$\wedge \wedge$		
Da	n Candelaria, P.E., T.E. City Engineer	· \/.	88	17
-	Name (Print) Title Signature	1 MA		Date



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

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

City of Garden Grove

Additional Comments:

5.

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

at http://www.octa.net/pdf/cmpprepmanual.pdf)?

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

City Engineer

Were mitigation measures and costs identified for each and included in your

If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?

consistency requirements as described in the CMP Preparation Manual (available online

If a local traffic model was/will be used, did you follow the data and modeling

Name (Print)

seven-year CIP?

Title

nature (2917

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



Jur	isdiction:	City of Garden Grove			
	C	MP Monitoring Checklist: Capital Impr	rovement Progr	am	
CM	P Checklist		Y	ES N	O N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OCT	ΓA by	KI [
2.		clude projects to maintain or improve the performance of city expansion, safety, maintenance, and rehabilitation)?	f the CMPHS	S C] [
3.	Is it consistent emissions?	with air quality mitigation measures for transportation- re	elated vehicle	S C	
4.	Was the Web S	mart CIP provided by the OCTA used to prepare the CMP	CIP?	K C	-
Add	litional Comments				
	ertify that the info	<u> </u>			0/29)



Jurisd	liction: City of Huntin	ngton Beach				
	CMP Mo	onitoring Checklist: Le	vel of Service			
СМР	Checklist			YES	NO	N/A
1.	Check "Yes" if either of the follow	ving apply:		X	П	
	There are no CMP inters	sections in your jurisdiction.				
		r-exempt activities ¹ , all CMP inter g at LOS E (or the baseline level,				
	NOTE: ONLY THOSE #	AGENCIES THAT CHECKED "N	O" FOR QUESTION	1 NEED T	ю О	
	A	NSWER THE REMAINING QU	ESTIONS,			
2.	If any, please list those intersecti	ons that are not operating at the	: CMP LOS standards.			
3.	Will deficient intersections, if a implemented in the next 18 mont any recent funding program (i.e.,	ths or improvements programme	ed in the first year of			
	a. If not, has a deficiency be operating below the	plan been developed for each i CMP LOS standards?	ntersection that will			
Additi	ional Comments:					
	ify that the information contained in	n this checklist is true. Transportation Manager	(Z)	711		/ i
	Name (Print)	Title	Signature	Us-	_ <i>\@/_</i>	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.



CMD Marillarias Charlettet Deficione	

CMP Monitoring Checklist: Deficiency Plans							
СМ	P Checklist	YES	NO	N/A			
1.	Check "Yes" if either of the following apply:	X					
	There are no CMP intersections in your jurisdiction.						
	 Factoring out statutorily-exempt activities², all 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 to not meet 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	N 3 NEE	DTO				
	ANSWER THE REMAINING QUESTIONS.						
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?						
5.	Does the deficiency plan fulfill the following statutory requirements:						
	a. Include an analysis of the causes of the deficiency?						
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?						
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	П					
	 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 	П		П			

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.



Jurisc	liction: City of Hunting	yton Beach				
	CMP Monito	ring Checklist: Deficienc	y Plans (coi	nt.)		
СМР	Checklist	and a first section of the control o	N. (1994) September 1997 and 1	YES	NO	N/A
6.	Are the capital improvements identi seven-year CMP CIP?	fied in the deficiency plan programm	ned in your			
7.	Does the deficiency plan include a r implementation?	nonitoring program that will ensure i	its	П		
8.	Does the deficiency plan include a proceed pending correction of the	process to allow some level of develo leficiency?	opment to			
9.	Has necessary inter-jurisdictional co	pordination occurred?				
						A free Assay Assay and Assay as a security a
Addi	tional Comments:					
	cify that the information contained in to	this checklist is true. Transportation Manager	Z/11	71	, T	
	Name (Print)	Title	Signature	<u>//</u>	6/8 D	ate 7



Juris	sdiction:	City of Huntington Beach			
		CMP Monitoring Checklist: Land Use Coordinati	on		
CMI	P Checklist		YES	NO	N/A
1.	Have you maint previous CMP?	ained the CMP traffic impact analysis (TIA) process you selected for the	X	П	
		have you submitted the revised TIA approach and methodology to OCTA iew and approval?			
2.	Did any develop	oment projects require a CMP TIA during this CMP cycle? ³		X	
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	го	
3.	If so, how many	y?			
4.		CMPHS links & intersections that were projected to not meet the CMP LOS security of the complex securi	standards	(indicate	
		mitigation measures and costs identified for each and included in your year CIP?			
		impacted links & intersections were outside your jurisdiction, did your voordinate with other jurisdictions to develop a mitigation strategy?			
5.	consistency requ	model was/will be used, did you follow the data and modeling uirements as described in the CMP Preparation Manual (available online octa.net/pdf/cmpprepmanual.pdf)?			
Add	itional Comments				
	rtify that the infor	mation contained in this checklist is true. Transportation Manager			
	Name (Pr	int) Title Signature	W 7	<i>ر احق</i> D	ン/// ate

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



lurisdio		of Huntington Beach Onitoring Checklist: Capital	Improvement P	rogram!		
CMP CI	hecklist			YES	NO	N//
	Did you submit a seven- une 30?	year Capital Improvement Program (CIP)) to OCTA by	A		
		ejects to maintain or improve the perform rision, safety, maintenance, and rehabilit		58		
4. V	Vas the Web Smart CIP	provided by the OCTA used to prepare t	he CMP CIP?	A		
Additio	nal Comments:					
	y that the information c	ontained in this checklist is true.	1251	7///	- /	
	Name (Print)	Transportation Manager Title	Signature	eldle	<u>6/ 0</u>	S// Date



Jurisd	iction:	City of Irvine			
	MA TOWN	CMP Monitoring Checklist: Level of Service			
СМР	Checklist		YES	NO	N/A
1.	Check "Yes"	Ø			
There ar				ere are no CMP intersections in your jurisdiction.	
	juri	toring out statutorily-exempt activities ¹ , all CMP intersections within your isdiction are operating at LOS E (or the baseline level, if worse than E) or iter.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 ANSWER THE REMAINING QUESTIONS.	L NEED 1	го	
2.	If any, pleas	se list those intersections that are not operating at the CMP LOS standards.			
3.	implemented	nt intersections, if any, be improved by mitigation measures to be d in the next 18 months or improvements programmed in the first year of unding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			
		not, has a deficiency plan been developed for each intersection that will operating below the CMP LOS standards?			
Additi	onal Comment	s:		January 1	W X
I certi	fy that the info	ormation contained in this checklist is true.			
Dai	rrell Cheam	Assoc. Trans. Analyst		6/2	012017
	Name (I	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.



Jurisdiction:	City of Irvine

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

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



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?			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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?			П
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	cional Comments:			
I cert	fy that the information contained in this checklist is true.			
Da	Name (Print) Assoc. Trans. Analyst Title Signature		6/30	5 20 7



Congestion Management Program (CMP)

Juris	diction:	City of Irvine			
- 5	grange con	CMP Monitoring Checklist: Land Use Coordination	on		1
CMF	Checklist		YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?		Ø		
		not, have you submitted the revised TIA approach and methodology to OCTA review and approval?			Ø
2.	Did any dev				
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED	го	
3.	If so, how r	many?		5	
4.		any CMPHS links & intersections that were projected to not meet the CMP LOS sy are outside of your jurisdiction).	standards	(indicate	Image: control of the
		ere mitigation measures and costs identified for each and included in your ven-year CIP?			Ø
		any impacted links & intersections were outside your jurisdiction, did your lency coordinate with other jurisdictions to develop a mitigation strategy?			Ø
5.	consistency	affic model was/will be used, did you follow the data and modeling requirements as described in the CMP Preparation Manual (available online ww.octa.net/pdf/cmpprepmanual.pdf)?	Ø		
Add	itional Comm	ents:			
	l.	:			
	ertify that the	information contained in this checklist is true. Assoc. Trans. Analyst		ala-	las es
-		ne (Print) Title Signature		D	1201 1 ate

Exemptions 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,



CMP Monitoring Checklist: Capital Improvement Program						
CMI	IP Checklist		YES	NO	N/A	
1,	Did you submit a seven-year Capital Improvement Program (CIP) to June 30?	to OCTA by				
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?			Ø			
4.	Was the Web Smart CIP provided by the OCTA used to prepare th	e CMP CIP?	\square			
Auc	ditional Comments:				11	
Adc	ditional Comments:					
	ditional Comments: Pertify that the information contained in this checklist is true.					
I ce		Daylle		Gls	6/20/	



Jurisdi	ction:	City of La H	abra				
		CMP Me	onitoring Checklist:	Level of Service	HTT.		
CMP (Checklist				YES	NO	N/A
1.	Check "Yes" if either of the following apply:			Ø			
	• TI	There are no CMP intersections in your jurisdiction.					
	ju		r-exempt activities ¹ , all CMP g at LOS E (or the baseline I				
	N		AGENCIES THAT CHECKED ANSWER THE REMAINING		1 NEED 7	го	
2.	If any, plea	se list those intersect	ions that are not operating a	t the CMP LOS standards.			
3.	implemente	ed in the next 18 mon	any, be improved by mitigenths or improvements program, local agency CIP, CMP CIP,	nmed in the first year of			0
		not, has a deficiency operating below the	plan been developed for ea	nch intersection that will			
Additio	onal Commer	its:					
I certif	fy that the in	formation contained in	n this checklist is true.				
_Ch	ristopher L	Johansen	City Engineer	Chustyphel y Signature	- Inlear	usen G	22/17 Date

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



Jurisdiction:	City of La Habra

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



Congestion Management Program (CMP)

Juriso	diction:	City of La Habra			
	E TOW	CMP Monitoring Checklist: Deficiency Plans (co	ont.)		
СМР	Checklist		YES	NO	N/A
6.		Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?			
7.	Does the def	ficiency plan include a monitoring program that will ensure its ion?			
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 descri	Please describe any innovative programs, if any, included in the deficiency plan:			
Addi	itional Comme	ents:			

City Engineer

Title

Christopher L. Johansen

Name (Print)



Congestion Management Program (CMP)

Jurisdiction: City of La Habra

	CMP Monitoring Checklist: Land Use Coordinati	on					
CMF	P Checklist	YES	NO	N/A			
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Ø					
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			Ø			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		Ø				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	го				
3.	If so, how many?						
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (in whether any are outside of your jurisdiction). •						
	Were mitigation measures and costs identified for each and included in your seven-year CIP?						
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 						
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?						
Add	itional Comments:						
I ce	rtify that the information contained in this checklist is true.						
Christopher L. Johansen Name (Print) City Engineer City Engineer Title Signature Outsple L. Johansen L(2) 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.



Jurisdiction: City of L		City of La H	abra				
	C	MP Monitorin	ng Checklist: Capita	l Improvement P	rogram		
СМЕ	P Checklist				YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?		Ø				
2.			naintain or improve the perforety, maintenance, and rehabi		Ø		
3.	Is it consistent emissions?	with air quality miti	gation measures for transpo	tation- related vehicle	Ø		
4.	Was the Web S	Smart CIP provided I	by the OCTA used to prepare	the CMP CIP?	Ø		
Add	itional Comment	s:					
I ce	rtify that the info	ormation contained i	n this checklist is true.				
_	Christopher L. Johansen Name (Print) City Engineer Clustopher L. Johansen Title Signature		N <u>6/2</u>	2/17 Date			



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Level of Service			
CMP Checklist			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 ANSWER THE REMAINING QUESTIONS.	L NEED	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local 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?			

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

City of La Palma

Michael S. Belknap

Additional Comments:

Community Services Director

Name (Print)

Title

Signature Da

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



Jurisdiction:	City of La Palma
---------------	------------------

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

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



Jurisdiction:	City of La Palma
---------------	------------------

CMP Monitoring Checklist: Deficiency Plans (cont.)							
СМР	Checklist	YES	NO	N/A			
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP 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.	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.							
Michael S. Belknap Name (Print) Community Services Director Title Signature Date				0/17 ate			



Juris	Jurisdiction: City of La Palma						
		CMP Monit	oring Checklist: Laı	nd Use Coordinati	on		
CMF	P Checklist				YES	NO	N/A
1.	Have you main		c impact analysis (TIA) proce	ess you selected for the			
		, have you submitted view and approval?	the revised TIA approach ar	nd methodology to OCTA			
2.	Did any develo	pment projects requi	re a CMP TIA during this CM	P cycle? ³			
	NO		GENCIES THAT CHECKED NSWER THE REMAINING		2 NEED 1	ТО	
3.	If so, how ma	ıy?				-	
4.	4. Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicat whether any are outside of your jurisdiction). •					(indicate	
		mitigation measures i-year CIP?	and costs identified for each	and included in your			
			ersections were outside your ner jurisdictions to develop a				
5.	consistency re		sed, did you follow the data led in the CMP Preparation Momanual.pdf)?				
Add	itional Comment	s:					
I ce	rtify that the info	ormation contained in	this checklist is true.				
	Michael S.	Belknap C	ommunity Services Director	Alichals.	8) id	Jn
	Name (I	Print)	Title	Signature	7	D	ate

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



Juris	sdiction:	City of La	Palma					
		MP Monitor	ing Check	list: Capital	Improvement P	rogram		
СМІ	P Checklist					YES	NO	N/A
1.	Did you submi June 30?	t a seven-year Cap	oital Improveme	ent Program (CIF) to OCTA by			
2.		nclude projects to acity expansion, sa			mance of the CMPHS tation)?			
3.	3. Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?							
4.	Was the Web	Smart CIP provided	d by the OCTA	used to prepare	the CMP CIP?			
Add	itional Comment	s:						
I ce	Michael S. Name (F		Community S	Services Director	Mrchal Signature	3) (d)	oate 7



Juris	diction: City of Laguna Beach			
	CMP Monitoring Checklist: Level of Service			
CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED	то	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • •			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			0
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	onal Comments:			
I certif	y that the information contained in this checklist is true.			
Shoh	Name (Print) Assistant City Manager / Director of Public Works Title Signature	upui	5 6/:	28/17
	Signature	1	D	ate

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



Jurisdiction:

5.

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
CM	IP Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			5.00
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, please list those intersections found to not meet the CMP LOS standards.	a migrati sa aran aran aran sa sa sa aran aran ar	and the second second second second	

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?

Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to

Does the deficiency plan fulfill the following statutory requirements:

City of Laguna Beach

	а.	Include an analysis of the causes of the deficiency?		
	b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?	П	
	c.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?		
		 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 		

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.

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



Jurisdiction:	City of Laguna Beach	

CMP Monitoring Checklist: Deficiency Plans (cont.)							
СМР	Checklist	YES	NO	N/A			
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?						
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?						
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?						
9.	Has necessary inter-jurisdictional coordination occurred?						
10.	Please describe any innovative programs, if any, included in the deficiency plan:	-					
Addi	tional Comments:						
I cert	ify that the information contained in this checklist is true.		0.1				
Sho	Name (Print) Assistant City Manager / Director of Public Works Title Signature	ypuis		8/17 ate			



Jurisdiction:

APPENDIX C

N/A

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordination								
CMF	Checklis	t	YES	NO					
1.		Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?							
	a.	If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?							

City of Laguna Beach

				and the second s		
	a. If not, have you submitted the revised for review and approval?	d TIA approach and	d methodology to OCTA			
2.	Did any development projects require a CMP T	IA during this CMP	cycle? ³		X	
	NOTE: ONLY THOSE AGENCIES ANSWER TI	THAT CHECKED " HE REMAINING (2 NEED	го	
3.	If so, how many?					
4.	Please list any CMPHS links & intersections that whether any are outside of your jurisdiction). •	t were projected to	not meet the CMP LOS s	standards	(indicate	
	•	*			19	
	a. Were mitigation measures and costs in seven-year CIP?	dentified for each a	and included in your			
	b. If any impacted links & intersections v agency coordinate with other jurisdict	vere outside your j ions to develop a n	urisdiction, did your nitigation strategy?			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?					
Addi	itional Comments:					
	rtify that the information contained in this checkl hohreh Dupuis Name (Print) Assistant	st is true. t City Manager / Title	Shohrehd	Dupus	_	
	Name (Print) Title Signature				Da	ite

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 Lag		City of Laguna Beach			
	C	MP Monitoring Checklist: Capital Improvement I	Program		
CMI	P Checklist		YES	NO	N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OCTA by	X		
2.	Does the CIP in (including capa	nclude projects to maintain or improve the performance of the CMPHS city expansion, safety, maintenance, and rehabilitation)?	×		
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?				
4.	Was the Web S	mart CIP provided by the OCTA used to prepare the CMP CIP?	X		
Add	itional Comments				
I cei	rtify that the info	rmation contained in this checklist is true.			
S	hohreh Dupuis	Assistant City Manager / Shuhreh J)upius	6/2	28/17
	Name (Pi	rint) Title Signatur	е	D	ate



Congestion Management Program (CMP)

Juris	diction:	City of Laguna Hills			
		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "Ye	es" if either of the following apply:	X		
	•	There are no CMP intersections in your jurisdiction.			
	j	Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED	го	
2.	If any, pla	ease list those intersections that are not operating at the CMP LOS standards.			
3.	implemen	cient intersections, if any, be improved by mitigation measures to be need in the next 18 months or improvements programmed in the first year of the funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			
		If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additi	onal Comme	ents:			

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

Signature

Date

Name (Print)

Name (Print)

Name (Print)



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans				
CMP Checklist		YES			

City of Laguna Hills

NO N/A Check "Yes" if either of the following apply: \boxtimes There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS. 2. If any, please list those intersections found to not meet the CMP LOS standards. 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. Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to 4. OCTA? 5. Does the deficiency plan fulfill the following statutory requirements: a. Include an analysis of the causes of the deficiency? b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?

i. Do the improvements, programs, or actions meet the criteria established

by 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.



KENVETA H. CORATE O Name (Print)

APPENDIX C

Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plants	ans (cont.)		
CMP Checklist	YES	NO	N/A
6. Are the capital improvements identified in the deficiency plan programmed in seven-year CMP CIP?	your		
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 developmen proceed pending correction of the deficiency?	nt to		
9. Has necessary inter-jurisdictional coordination occurred?			
10. Please describe any innovative programs, if any, included in the deficiency pla	an:		
Additional Comments:			
I certify that the information contained in this checklist is true.			

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Congestion Management Program (CMP)

Juri	isdiction: City of Laguna Hills			
	CMP Monitoring Checklist: Land Use Coordinati	on		
CMF	^o Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	×		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		×	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	то	
3.	If so, how many?			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction).	standards	s (indicate	
	 Were mitigation measures and costs identified for each and included in your seven-year CIP? 			
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?			
Addi	itional Comments:			
Ice	rtify that the information contained in this checklist is true.			
- 55	, and and another contention in the checking is truck			

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.

CHITCH OF PURIL SALVEY Zerse



Jur	isdiction:	City of Laguna Hills				
	CMP M	Ionitoring Checklist: Capita	l Improvement Pr	ogram		
CMI	P Checklist			YES	NO	N/A
1.	Did you submit a seve June 30?	n-year Capital Improvement Program (CI	P) to OCTA by	X		
2.		projects to maintain or improve the perfor pansion, safety, maintenance, and rehabil		X		
3.	Is it consistent with air emissions?	r quality mitigation measures for transpor	tation- related vehicle	X		
4.	Was the Web Smart C	IP provided by the OCTA used to prepare	the CMP CIP?	X		
Add	itional Comments:					
I ce	rtify that the information	n contained in this checklist is true.			<u> </u>	1
KE	Name (Print)	FIRD OLITICAL OF PUBLIC SPO	Signature	luth	6/1	3/17 ate



uriso	liction:	City of Laguna Niguel			
		CMP Monitoring Checklist: Level of Service	III		
CMP	Checklist		YES	NO	N/A
1.	Check "Yes" if	either of the following apply:	X		
	There	e are no CMP intersections in your jurisdiction.			
		oring out statutorily-exempt activities ¹ , all CMP intersections within your diction are operating at LOS E (or the baseline level, if worse than E) or er.			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	го	
2.	If any, please	list those intersections that are not operating at the CMP LOS standards.			X
3.	implemented	intersections, if any, be improved by mitigation measures to be in the next 18 months or improvements programmed in the first year of nding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			×
		t, has a deficiency plan been developed for each intersection that will perating below the CMP LOS standards?	0		×
Addi	tional Comments:				
I cer	1	rnation contained in this checklist is true.			
I cer	1	mation contained in this checklist is true. es Za Joh Public Wacks Dic. Signature		61	,

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.



Juris	sdiction:	City of Laguna Niguel				
		CMP Monitoring Checklist: Deficiency Plans				
СМ	IP Checklist		YES	NO	N/A	
1.	Check "Yes" if e	ither of the following apply:	×			
	There a	are no CMP intersections in your jurisdiction.				
		ng out statutorily-exempt activities ² , all CMPHS intersections within your stion are operating at LOS E (or the baseline level, if worse than E) or				
	NOTE: 0	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
		ANSWER THE REMAINING QUESTIONS.				
2.	If any, please lis	st those intersections found to not meet the CMP LOS standards.			図	
3.		vements to bring these intersections to the CMP LOS standard scheduled during the next 18 months or programmed in the first year of the CIP?		0	×	
	NOTE:	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 3 NEE	D TO		
4.	Has a deficiency OCTA?	plan or a schedule for preparing a deficiency plan been submitted to	0	0	X	
5.	Does the deficiency plan fulfill the following statutory requirements:					
	a. In	clude an analysis of the causes of the deficiency?	П		X	
		clude a list of improvements necessary to maintain minimum LOS andards on the CMPHS and the estimated costs of the improvements?			×	
	c. In	clude a list of improvements, programs, or actions, and estimates of their sts, which will improve LOS on the CMPHS and improve air quality?			X	
	1.1.	Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?	0		X	

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



District Control	CASTO CARLOTT STATES INTO A
Jurisdiction:	City of Laguna Niguel

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



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordinati	on		
CMP	Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		\boxtimes	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED T	о	
3.	If so, how many?			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction). • •	standards	(indicate	×
	Were mitigation measures and costs identified for each and included in your seven-year CIP?		0	X
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			×
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?			X
Add	itional Comments:			
	rtify that the information contained in this checklist is true.			İ

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.



	diction:	City of Laguna Niguel			
	C	MP Monitoring Checklist: Capital Improvement Pr	rogram		M
CMF	Checklist		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?				
2.		clude projects to maintain or improve the performance of the CMPHS city expansion, safety, maintenance, and rehabilitation)?	X		
3.	Is it consistent emissions?	with air quality mitigation measures for transportation- related vehicle	×		
4.	Was the Web S	mart CIP provided by the OCTA used to prepare the CMP CIP?	×		



Juris	diction:	City of La	guna Woods				
		CMP I	Monitoring Checklist:	Level of Service			
CMP	Checklist				YES	NO	N/A
1.	Check "Yes" i	f either of the fol	lowing apply:		X		
	• The	e are no CMP int	ersections in your jurisdiction.				
		diction are opera	rily-exempt activities ¹ , all CMP in ting at LOS E (or the baseline le				
engor de San Tomas Los Servicios	NOT	E: ONLY THOS	E AGENCIES THAT CHECKED ANSWER THE REMAINING		1 NEED	ГО	
2.	If any, please	list those interse	ections that are not operating at	the CMP LOS standards.			
3.	implemented	in the next 18 m	f any, be improved by mitig onths or improvements progran e., local agency CIP, CMP CIP,	nmed in the first year of			
			y plan been developed for each CMP LOS standards?	intersection that will be			
Additi	onal Comments	• 11					energes and a
	. Akram Hin	diyeh	d in this checklist is true. City Engineer	M.aet	pl		27/17
	Name (P	rint)	Title	Signature	1		Date

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



Congestion Management Program (CMP)

Jur	isdiction:	City of Laguna Woods			
		CMP Monitoring Checklist: Deficiency Plans			
CM	P Checklist		YES	NO	N/A
1.	Check "Yes"	X			
	• The	ere are no CMP intersections in your jurisdiction.			
	juri	toring out statutorily-exempt activities ² , all CMPHS intersections within your sdiction are operating at LOS E (or the baseline level, if worse than E) or ter.			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, pleas	e list those intersections found to not meet the CMP LOS standards.			
3.		provements to bring these intersections to the CMP LOS standard scheduled on during the next 18 months or programmed in the first year of the CIP?			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	series de la como La como de la como
		ANSWER THE REMAINING QUESTIONS.		Taring and the control	enggerige uits eint.
4.	Has a deficie OCTA?	ency plan or a schedule for preparing a deficiency plan been submitted to			
5.	Does the de	ficiency plan fulfill the following statutory requirements:			_
	a.	Include an analysis of the causes of the deficiency?			
	b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			
	c.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			

i. Do the improvements, programs, or actions meet the criteria established by 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.



Juri	sdiction:	City of La	guna Woods				
		CMP Mon	itoring Checklist: De	ficiency Plans (c	ont.)		
CMF	Checklist				YES	NO	N/A
6.	Are the capital seven-year CM		dentified in the deficiency plan	programmed in your		П	X
7.	Does the defici		le a monitoring program that wi	Il ensure its			X
8.		ency plan including correction of	le a process to allow some level the deficiency?	of development to		П	X
9.	Has necessary	inter-jurisdiction	nal coordination occurred?		X		
Add	itional Commen	ts:					
I cer	tify that the info	mation containe	ed in this checklist is true.		1 ()		
_[\	1. Akram Hin Name (P		City Engineer Title	M. W. F. Signatur	re		27/17 Date



Congestion Management Program (CMP)

Jur	sdiction: City of Laguna	Woods				
	CMP Monitor	ing Checklist: La	nd Use Coordinati	on		
CMF	Checklist		nder English (Angeles and Angeles Ange	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?					
	a. If not, have you submitted the for review and approval?	ne revised TIA approach a	and methodology to OCTA		П	
2.	Did any development projects require	a CMP TIA during this C	MP cycle? ³		X	
14 3 5-11 3 15-11		ENCIES THAT CHECKEI	O "YES" FOR QUESTION G QUESTIONS.	2 NEED 7	Γ Ο	5 1
3.	If so, how many?					
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicat whether any are outside of your jurisdiction). Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicat whether any are outside of your jurisdiction).					(indicate	
	a. Were mitigation measures ar seven-year CIP?	nd costs identified for eac	h and included in your			
	b. If any impacted links & inter- agency coordinate with other					
5.	If a local traffic model was/will be use consistency requirements as described at http://www.octa.net/pdf/cmpprepn	d in the CMP Preparation				
Add	itional Comments:					
I ce	rtify that the information contained in th	nis checklist is true.	11 00 1	10		
_	/I. Akram Hindiyeh C	City Engineer Title	Signature		6/27 D	7/17 Pate

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.



Juri	sdiction: City of Laguna Woods			
	CMP Monitoring Checklist: Capital Improvement Pr	ogram		
CMP	Checklist	YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	X		
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?			X
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	X		
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	X		
Addi	tional Comments:			
I cei	tify that the information contained in this checklist is true.			
M. Akram Hindiyeh Name (Print) City Engineer Title Signature			6/2	7/17 Date



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Level of Service			
СМР	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	X		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 1	ТО	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. •			X
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local 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
Additi	onal Comments:			
		×		
I cert	ify that the information contained in this checklist is true.	/		·
The	omas E. Wheeler, P.E. Director of Public Works/City Engineer	/	6/2	8/17
	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.



Jurisdiction:

4.

OCTA?

City of Lake Forest

APPENDIX C

Congestion Management Program (CMP)

X

	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	 Check "Yes" if either of the following apply: There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all 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 QUESTIONS. 	N 1 NEE	D TO	
2.	If any, please list those intersections found to not meet the CMP LOS standards.			X.
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled			X

for completion during the next 18 months or programmed in the first year of the CIP?

Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to

by SCAQMD (see the CMP Preparation Manual)?

5. Does the deficiency plan fulfill the following statutory requirements: Include an analysis of the causes of the deficiency? b. Include a list of improvements necessary to maintain minimum LOS X standards on the CMPHS and the estimated costs of the improvements? c. Include a list of improvements, programs, or actions, and estimates of their X costs, which will improve LOS on the CMPHS and improve air quality? X i. Do the improvements, programs, or actions meet the criteria established

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.

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.



Juris	diction:	City of Lak	e Forest				
		CMP Mon	itoring Checklist: Defic	iency Plans (co	nt.)		
CMP	Checklist				YES	NO	N/A
6.	6. Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?			X			
7.	Does the defi	ciency plan includ on?	e a monitoring program that will e	nsure its			X
8.		ciency plan includ	e a process to allow some level of the deficiency?	development to			X
9.	. Has necessary inter-jurisdictional coordination occurred?				X		
10.	Flease descri	se any innovative	programs, if any, included in the d	епсіепсу ріап:			X
Addi	itional Comme	nts:					
I cer	tify that the info	ormation containe	d in this checklist is true.				
	nomas W. Wheel		Director of Public Works/City Engineer	la la la la la		6/-	2/12
1	Name (F		Title	Signature		72	7// <i>T</i> ate



Name (Print)

APPENDIX C

Date

Signature

Congestion Management Program (CMP)

Juris	urisdiction: City of Lake Forest						
		CMP Monitoring Checklist: Land Use Coordination	on				
CMF	Checklist		YES	NO	N/A		
1.	Have yo	u maintained the CMP traffic impact analysis (TIA) process you selected for the CMP?	X				
	a.	If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			X		
2.	Did any	development projects require a CMP TIA during this CMP cycle? ³		X			
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2	NEED	го			
		ANSWER THE REMAINING QUESTIONS.					
3.	If so, ho	w many?					
4.		st any CMPHS links & intersections that were projected to not meet the CMP LOS s any are outside of your jurisdiction).	tandards	(indicate	X		
	a.	Were mitigation measures and costs identified for each and included in your seven-year CIP?			X		
	b.	If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			X		
5.	consiste	I traffic model was/will be used, did you follow the data and modeling ncy requirements as described in the CMP Preparation Manual (available online /www.octa.net/pdf/cmpprepmanual.pdf)?			X		
Add	itional Cor	nments:					
	I certify that the information contained in this checklist is true. Thomas E. Wheeler, P.E. Director of Public Works/City Engineer						

Title

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.



Juris	diction: City of L	ake Forest				
	CMP Monit	oring Checklist: Capital Im	provement Pro	ogram		
CMF	Checklist			YES	NO	N/A
1.	Did you submit a seven-year June 30?	Capital Improvement Program (CIP) to	OCTA by	X		
2.		to maintain or improve the performanc, safety, maintenance, and rehabilitation		X		
3.	Is it consistent with air quality emissions?	mitigation measures for transportation	n- related vehicle	X		
4.	Was the Web Smart CIP prov	ided by the OCTA used to prepare the C	CMP CIP?	X		0
Add	itional Comments:					
I ce	rtify that the information contai	ned in this checklist is true.				
Т	homas E. Wheeler, P.E.	Director of Public Works/City Engineer	Millelle		6/2	9/17
	Name (Print)	Title	Signature		D	ate



06/30/17

Date

Signature

Congestion Management Program (CMP)

Juriso	diction:	City of Los Alamitos				
		CMP Monitoring Checklist: L	evel of Service			
CMP	Checklist			YES	NO	N/A
1.	Check "Yes" i	f either of the following apply:		X		
	• Ther	re are no CMP intersections in your jurisdiction.				
		oring out statutorily-exempt activities ¹ , all CMP intediction are operating at LOS E (or the baseline leve er.				
	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 th	e CMP LOS standards.			
	•					
	•					
	•					
3.	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)?					
		ot, has a deficiency plan been developed for each intacting below the CMP LOS standards?	tersection that will be			
Additio	onal Comments	:	<u>.</u>			

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

City Traffic Engineer

Title

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

Farhad Iranitalab

Name (Print)



Jurisdiction:	City of Los Alamitos				
CMP Monitoring Checklist: Deficiency Plans					
CMD Charldigt			VEC	NO	

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

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



Jurisdiction:	City of Los Alamitos	
C	MP Monitoring Checklist: De	ficiency Plans (cont.)

CMP Monitoring Checklist: Deficiency Plans (cont.)						
CMP	P Checklist		YES	NO	N/A	
6.	Are the capital improvements identified in the deficiency plan program seven-year CMP CIP?	nmed in your			X	
7.	Does the deficiency plan include a monitoring program that will ensure implementation?	e its			X	
8.	Does the deficiency plan include a process to allow some level of developroceed pending correction of the deficiency?	elopment to			X	
9. Has necessary inter-jurisdictional coordination occurred?			X			
10.	Please describe any innovative programs, if any, included in the deficient	ency plan:			X	
Addi	itional Comments:					
I cert	tify that the information contained in this checklist is true.					
Fa	arhad Iranitalab City Traffic Engineer	Falent Tour	bust	06/3	30/17	
			ate			



Jurisdiction:	City of Los Alamitos

CMP Monitoring Checklist: Land Use Coordination							
CMP Checklist YES NO							
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	X					
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?						
2.	2. Did any development projects require a CMP TIA during this CMP cycle? ³ □ ⊠						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	го				
3.	If so, how many?						
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction). Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).						
	Were mitigation measures and costs identified for each and included in your seven-year CIP?						
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 						
5. If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?							
Addi	itional Comments:						
I certify that the information contained in this checklist is true.							
Farhad Iranitalab City Traffic Engineer Falin Junious 06/30/							
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.



Juri	sdiction:	City of Los Alamitos							
	CMP Monitoring Checklist: Capital Improvement Program								
CMF	Checklist			YES	NO	N/A			
1.	Did you submit a se June 30?	ven-year Capital Improvement Program (C	IP) to OCTA by	X					
2.	2. Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?								
3.	Is it consistent with emissions?	air quality mitigation measures for transpo	rtation- related vehicle	X					
4.	Was the Web Smart	CIP provided by the OCTA used to prepare	e the CMP CIP?	X					
Add	Additional Comments:								
I ce	I certify that the information contained in this checklist is true.								
Farhad IranitalabCity Traffic EngineerFalund JuneName (Print)TitleSignature		ilens		0/17 ate					



Jurisc	iction: City of N	lission Viejo				
and the	CMI	P Monitoring Checklist: L	evel of Service			
CMP	Checklist	-		YES	NO	N/A
1.	Check "Yes" if either of the	following apply:		Ø		
	There are no CMP	intersections in your jurisdiction.		1		
	 Factoring out state jurisdiction are op- better. 	utorily-exempt activities ¹ , all CMP integrating at LOS E (or the baseline leve	ersections within your el, if worse than E) or			
	NOTE: ONLY THO	OSE AGENCIES THAT CHECKED "I ANSWER THE REMAINING Q	_	1 NEED 1	го	<u></u>
2.	If any, please list those inte	rsections that are not operating at th	e CMP LOS standards.		- '	Ø
	•					
	•					
	•				i	
3.	implemented in the next 18	, if any, be improved by mitigation months or improvements programme (i.e., local agency CIP, CMP CIP, Me	ed in the first year of			Ø
	a. If not, has a defici be operating below	ency plan been developed for each the CMP LOS standards?	intersection that will			Ø
Additi	onal Comments:					
	-				· · · · · · · · · · · · · · · · · · ·	,
	fy that the information contain	ed in this checklist is true.				·
				/		
	Mark Chagnon	Public Works Director	1/1/1///		6-2	22-17
	Name (Print)	Title	Signature	 -	D	ate

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



Congestion Management Program (CMP)

 \square

Juii	Sarcuoii.	City of Mission Viejo			
	MA	CMP Monitoring Checklist: Deficiency Plans			
CM	IP Checklist		YES	NO	N/A
1.	Check "Yes" i	if either of the following apply:	Ø		
	• The	re are no CMP intersections in your jurisdiction.			
	• Fact juris bett	coring out statutorily-exempt activities ² , all CMPHS intersections within your ediction are operating at LOS E (or the baseline level, if worse than E) or er.			
	NOTE	: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEI	D TO	
		ANSWER THE REMAINING QUESTIONS.			
2.	If any, please	list those intersections found to not meet the CMP LOS standards.			Ø
	· _				
	•				
	•				
3.	Are there imp for completion	rovements to bring these intersections to the CMP LOS standard scheduled a during the next 18 months or programmed in the first year of the CIP?			<u> </u>
	NOTE	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	`
		ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficien OCTA?	cy plan or a schedule for preparing a deficiency plan been submitted to			Ø
5.	Does the defic	ciency plan fulfill the following statutory requirements:	-		·
	a. 1	Include an analysis of the causes of the deficiency?			
	b. 1	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			Ø
	c. 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?			Ø

i. Do the improvements, programs, or actions meet the criteria established

by SCAQMD (see the CMP Preparation Manual)?

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



Jurisdiction:	City of Mission Viejo

	CMP Moni	toring Checklist: Defic	iency Plans (co	nt.)		
CMP	Checklist			YES	NO	N/A
6.	Are the capital improvements id seven-year CMP CIP?	entified in the deficiency plan prog	grammed in your		0	Ø
7.	Does the deficiency plan include implementation?	e a monitoring program that will er	nsure its		8	团
8.	Does the deficiency plan include proceed pending correction of the	a process to allow some level of one deficiency?	development to			Ø
9.	9. Has necessary inter-jurisdictional coordination occurred?					Ø
10.	Please describe any innovative p	programs, if any, included in the de	eticiency plan:			
Addit	cional Comments:					
			ſ			
I certi	fy that the information contained	in this checklist is true.	111/1			<u> </u>
	Mark Chagnon	Public Works Director	MM		6-27	1-17
	Name (Print) Title Signature Date				ite	



Juris	sdiction:	City of Miss	ion Viejo					
		CMP Mon	itoring Checkli	st: Land	Use Coordinat	ion		
СМ	P Checklist					YES	NO	N/A
1.	Have you mai previous CMP		affic impact analysis (1	ΠA) process	you selected for the	Ø		
		t, have you submitt eview and approval	ed the revised TIA ap	proach and n	methodology to OCTA			Ø
2.	Did any devel	opment projects rec	quire a CMP TIA during	g this CMP cy	/cle? ³	er'		
	NC	TE: ONLY THOSE			ES" FOR QUESTION	2 NEED 1	го	
_	76 1		ANSWER THE REM	ATNING QU	JESTIONS.		-	
3.		ny? NCA Medical O					1	· 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).						<u>-</u>	
	• Inter	section of Margueri	te Parkway/Crown Val	ley Parkway	(Mission Viejo)			
	•							
	•							
			es and costs identified ditional Comments se					Ø
			ntersections were outs other jurisdictions to d					Ø
5.	consistency re		used, did you follow ribed in the CMP Prepare repmanual.pdf)?			a		
Add	tional Comment	s:						
inter nece ident Proje LOS	section. The mitig ssary upon city m ified that the Leve ect Buildout condit standards, with or	ation measure involve onitoring, at Year 203 of Service of the Ma ions. In the Year 2035 without the project,	s a signal overlap phasin 5, which is beyond the si rguerite Parkway/Crown 5 General Plan buildout fo and that the signal overla	ig change, whi even-year time Valley Parkwa orecast, the tra ap phasing wo	t for the Marguerite Parky ch the City of Mission Vie eframe of the M2 7-Year (by intersection meets CMP affic analysis identities the uld return the intersection signal overlap phasing wi	jo will cond CIP. The prostandards at the internation to accept	luct, if deter oject's traffi in the Exist section coul able CMP st	mined c study ing and d exceed
I ce	tify that the info	ormation contained	in this checklist is true	3.		/		
_	Mark Cha	gnon	Public Works D	irector			6-22	-17
	Name (F	Print)	Title		Signature		Da	ate



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.

Juns	city of I	fission Viejo				
	CMP Monit	oring Checklist: Capital I	mprovement P	rogram		
CMF	Checklist			YES	NO	N/A
1.	Did you submit a seven-year June 30?	Capital Improvement Program (CIP) to	OCTA by	Ø	0	
2.	Does the CIP include projects (including capacity expansion	to maintain or improve the performar, safety, maintenance, and rehabilitati	nce of the CMPHS on)?	Ø		
3.	Is it consistent with air qualit emissions?	y mitigation measures for transportation	on- related vehicle	Ø		
4.	Was the Web Smart CIP prov	ided by the OCTA used to prepare the	CMP CIP?	図		
Add	itional Comments:					
I cer	tify that the information contai	ned in this checklist is true.				
	Mark Chagnon	Public Works Director	MM		6-27	2-17
	Name (Print)	Title	Signature			ate



Juriso	diction:	City of Newport Beach			
		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "	Yes" if either of the following apply:	X		
	•	There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.	×		
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	ГО	
2.	If any,	please list those intersections that are not operating at the CMP LOS standards.			区
3.	implem	ficient intersections, if any, be improved by mitigation measures to be ented in the next 18 months or improvements programmed in the first year of ent funding program (i.e., local 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?			X
Additio	onal Com	ments:			
	•	e information contained in this checklist is true.		<i>p</i>	2 10
4	VTON Na	Title Signature		6-1	<u> </u>

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



Jurisdiction:		City of Newport Beach			
		CMP Monitoring Checklist: Deficiency Plans			
CM	P Checklist		YES	NO	N/A X
1.	Check "Yes" if eithe	r of the following apply:	X		· ·
	There are	no CMP intersections in your jurisdiction.			
	Factoring of jurisdiction better.	out statutorily-exempt activities ² , all CMPHS intersections within your are operating at LOS E (or the baseline level, if worse than E) or			
	NOTE: ON	LY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NEE	D TO	
		ANSWER THE REMAINING QUESTIONS.			
2.	. If any, please list those intersections found to not meet the CMP LOS standards.				
	•				
	•				
	•				
3.	Are there improven for completion duri	nents to bring these intersections to the CMP LOS standard scheduled ng the next 18 months or programmed in the first year of the CIP?			X
_	NOTE: ON	LY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
		ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficiency pla OCTA?	an or a schedule for preparing a deficiency plan been submitted to			X
5.	Does the deficiency	plan fulfill the following statutory requirements:			
	a. Includ	de an analysis of the causes of the deficiency?			☒
	b. Include stand	de a list of improvements necessary to maintain minimum LOS ards on the CMPHS and the estimated costs of the improvements?			×
	c. Includ	de a list of improvements, programs, or actions, and estimates of their which will improve LOS on the CMPHS and improve air quality?			X
	i. Do	the improvements, programs, or actions meet the criteria established SCAQMD (see the CMP Preparation Manual)?			X

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



Juris	diction:	City of Newport Beach			
		CMP Monitoring Checklist: Deficiency Plans (o	cont.)		
CMP	Checklist		YES	NO	N/A
6.	Are the capital seven-year CMF	improvements identified in the deficiency plan programmed in your PCIP?			X
7.	Does the deficient	ency plan include a monitoring program that will ensure its ?			X
8.	Does the deficient proceed pending	ency plan include a process to allow some level of development to g correction of the deficiency?			×
9.	Has necessary i	inter-jurisdictional coordination occurred?			X
Add	itional Commen	ts:			
			_		
I cer	tify that the infor	mation contained in this checklist is true.			
4	YTONY BR	INE CITYTRAFFICIENG. ATTENTION	Ture		/ <u>3 -17</u> Date



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordination	on		
P Checklist		YES	NO	N/A
		X		
				X
Did any de	evelopment projects require a CMP TIA during this CMP cycle? ³		\boxtimes	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED 1	го	
If so, how	many?			
Please list whether a	any CMPHS links & intersections that were projected to not meet the CMP LOS sny are outside of your jurisdiction).	standards	(indicate	☒
				X
b. I	f any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			X
consistence	cy requirements as described in the CMP Preparation Manual (available online			X
ditional Com	ments:			
				3 ~ / 7
	If so, how Please list whether a a. W. s. b. If a local the consistency at http://w.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP? a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval? Did any development projects require a CMP TIA during this CMP cycle? NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS. If so, how many? Please list any CMPHS links & intersections that were projected to not meet the CMP LOS whether any are outside of your jurisdiction).	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP? a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval? Did any development projects require a CMP TIA during this CMP cycle? NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TANSWER THE REMAINING QUESTIONS. If so, how many? Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards whether any are outside of your jurisdiction). • • • • a. Were mitigation measures and costs identified for each and included in your seven-year CIP? b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 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)? interity that the information contained in this checklist is true.	Act Checklist YES NO

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



Jur	isdiction:	City of Newport Beach			
	CI	MP Monitoring Checklist: Capital Improveme	nt Program		
CMI	P Checklist		YES	NO	N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OCTA by	X		
2.	Does the CIP including capac	clude projects to maintain or improve the performance of the CMPHity expansion, safety, maintenance, and rehabilitation)?	S X		
3.	Is it consistent verifications?	with air quality mitigation measures for transportation- related vehic	cle 🗵		
4.	Was the Web Si	mart CIP provided by the OCTA used to prepare the CMP CIP?	\boxtimes		
Add	litional Comments	:			
I ce	ertify that the info	rmation contained in this checklist is true. UNE CITYTRAFFICENC Affinity Title Signature	gyature	6-13	3 -/7 Date



Jurisd	iction:	City of Orange			
		CMP Monitoring Checklist: Level of Service			
CMP C	Checklist	and the second of the second o	YES	NO	N/A
1.	Check "Yes"	X			
	• The	re are no CMP intersections in your jurisdiction.			
		toring out statutorily-exempt activities ¹ , all CMP intersections within your sdiction are operating at LOS E (or the baseline level, if worse than E) or the cert.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 ANSWER THE REMAINING QUESTIONS.	NEED 1	ГО	
2.	If any, pleas	e list those intersections that are not operating at the CMP LOS standards.			X
	• _				
	•				
	• _				
3.	implemented	it intersections, if any, be improved by mitigation measures to be in the next 18 months or improvements programmed in the first year of unding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			X
		ot, has a deficiency plan been developed for each intersection that will be rating below the CMP LOS standards?			X
Additio	onal Comment	5:			
I certi	fy that the info	ormation contained in this checklist is true.			
Do	uglas Keys	Transportation Analyst Tay of Spinature	V	, (1	20/1-
	Name (F	Print) Title Sgnature	T	4	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.



Juri	sdiction:	City of Orange			
		CMP Monitoring Checklist: Deficiency Plans			
CMI	P Checklist		YES	NO	N/A
1.	Check "Yes"	if either of the following apply:	X		
	• The	ere are no CMP intersections in your jurisdiction.			
	juri	toring out statutorily-exempt activities ² , all CMPHS intersections within your isdiction are operating at LOS E (or the baseline level, if worse than E) or ter.			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
		ANSWER THE REMAINING QUESTIONS.	XIII.		
2.	If any, pleas	se list those intersections found to not meet the CMP LOS standards.			X
	. –				
	' -				
	•				
3.		on during the next 18 months or programmed in the first year of the CIP?			X
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
		ANSWER THE REMAINING QUESTIONS.			
4.	Has a defici	ency plan or a schedule for preparing a deficiency plan been submitted to			
5.	Does the de	ficiency plan fulfill the following statutory requirements:			
	a.	Include an analysis of the causes of the deficiency?			
	b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			
!	c.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			
		 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 			

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



Juris	sdiction:	City of Orange			
	C	CMP Monitoring Checklist: Deficiency Plans	(cont.)		
СМР	Checklist		YES	NO	N/A
6.	Are the capital imposeven-year CMP C	provements identified in the deficiency plan programmed in your IP?			
7.	Does the deficience implementation?	cy plan include a monitoring program that will ensure its			
8.	Does the deficience proceed pending of	cy plan include a process to allow some level of development to correction of the deficiency?			
9.	Has necessary inte	er-jurisdictional coordination occurred?			
10.		ny innovative programs, if any, included in the deficiency plan:			
Add	itional Comments:				
I ce	rtify that the informa	ation contained in this checklist is true.	1		
	ouglas Keys	Transportation Analyst Daugh	nKp	4	20/17
	Name (Print)	Title	ature //	1	Daté



Congestion Management Program (CMP)

Juri	sdiction:	City of Orange				
		CMP Monitoring Checklis	st: Land Use Coordinati	on		Mag II
CMP	Checklist	NOTE THAT HE ALSO DESCRIPTIONS		YES	NO	N/A
1.	Have you maint previous CMP?	nined the CMP traffic impact analysis (T	TA) process you selected for the	X		
		nave you submitted the revised TIA ap ew and approval?	proach and methodology to OCTA			
2.	Did any develop	ment projects require a CMP TIA during	g this CMP cycle? ³	0	X	
	NOT	: ONLY THOSE AGENCIES THAT CI ANSWER THE REM	HECKED "YES" FOR QUESTION AINING QUESTIONS.	2 NEED 1	О	-
3.	If so, how man	?				
4.		MPHS links & intersections that were potential of your jurisdiction).	rojected to not meet the CMP LOS	standards	(indicate	
		nitigation measures and costs identified	for each and included in your			
	b. If any	mpacted links & intersections were out coordinate with other jurisdictions to d				
5.	consistency red	model was/will be used, did you follow uirements as described in the CMP Preports.pet()?				0
Add	litional Comment					
			10			
I ce	ertify that the info	mation contained in this checklist is tru	ie.	, w		-
_[Douglas Keys Name (F	Transportation /	Analyst Daya Signature	2, 4		/26/1- 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.



Juri	sdiction:	City of Orange		
	· · · · · · · · · · · · · · · · · · ·	MP Monitoring Checklist: Capital Improvement Progra	m	
CMF	Checklist	YES	S NO	N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OCTA by		
2.		nclude projects to maintain or improve the performance of the CMPHS acity expansion, safety, maintenance, and rehabilitation)?		
3.	Is it consistent emissions?	with air quality mitigation measures for transportation- related vehicle		
4.	Was the Web S	Smart CIP provided by the OCTA used to prepare the CMP CIP?		
Add	litional Comment	s:		
	ertify that the info	Transportation Analyst		1201-
_	Name (6/	Date Date



Juris	Jurisdiction: City of Placentia						
		СМР	Monitoring Check	klist: Level of Servic	e		
CMP	Checklist		The second secon		YES	NO	N/A
1.	Check "Yes" if	either of the f	ollowing apply:	and the second s			
!	• There	are no CMP in	ntersections in your jurisdi	ction.			
	 Factor jurisdi better 	ction are oper	orily-exempt activities ¹ , all rating at LOS E (or the bas	I CMP intersections within your seline level, if worse than E) or	r r		
	NOTE	: ONLY THO	SE AGENCIES THAT CHE ANSWER THE REMAI	ECKED "NO" FOR QUESTIONING QUESTIONS.	N 1 NEED	го	
2.	If any, please li	st those inters	sections that are not opera	ating at the CMP LOS standard	s.		
	•	***************************************	the state of the s				
	•						
	•						
3.	implemented in	the next 18 n	if any, be improved by nonths or improvements p (i.e., local agency CIP, CMF	mitigation measures to be programmed in the first year of P CIP, Measure M CIP)?	e D		
	a. If not, operati	has a deficiening below the	cy plan been developed fo CMP LOS standards?	or each intersection that will be	:	П	
Additio	onal Comments:						
T certif	fy that the inform:	etion contains	d in this checklist is true.		} 		
L <u>vi</u> s	S ESEVEZ Name (Print)	Dilected & P	Signatur	e	<u> (4)(4)</u>	1/17 late

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



Jurisdiction:

OCTA?

City of Placentia

Does the deficiency plan fulfill the following statutory requirements:

Include an analysis of the causes of the deficiency?

by SCAQMD (see the CMP Preparation Manual)?

Include a list of improvements necessary to maintain minimum LOS

standards on the CMPHS and the estimated costs of the improvements?

c. Include a list of improvements, programs, or actions, and estimates of their

i. Do the improvements, programs, or actions meet the criteria established

costs, which will improve LOS on the CMPHS and improve air quality?

APPENDIX C

Congestion Management Program (CMP)

				
	CMP Monitoring Checklist: Deficiency Plans			
C۲	IP 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 CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			7
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NEE	D TO	<u> </u>
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found to not meet the CMP LOS standards.	· · · · · · · · · · · · · · · · · · ·	W T T T T T T T T T T T T T T T T T T T	
	•			-
	•			
	•			
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?		П	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to	П	П	

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



Jurisdiction:	City of Placentia
	-

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



Congestion Management Program (CMP)

[Jul	City of Placentia			
	CMP Monitoring Checklist: Land Use Coordinati	on		
СМІ	P Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?	П		
2.	Did any development projects require a CMP TIA during this CMP cycle? ³			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED 1	ΓΟ	
3.	If so, how many?			
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction).	standards	(indicate	1
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?			
Addit	tional Comments:	L		
T cort	rify that the information contained in this should be a line of the contained in this should be a line of the contained by th			
Lu	Name (Print) Title Name information contained in this checklist is true. Name information contained in this checklist is true. Title Signature		[c/4]	// d/7 te

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



Jur	isdiction:	City of Placentia					
	CMP	Monitoring Checklist: Capital Improvement	t Program	1			
СМІ	P Checklist		YES	NO	N/A		
1.	Did you submit a se June 30?	even-year Capital Improvement Program (CIP) to OCTA by					
2.	Does the CIP includ (including capacity	le projects to maintain or improve the performance of the CMPHS expansion, safety, maintenance, and rehabilitation)?					
3.	Is it consistent with emissions?	air quality mitigation measures for transportation- related vehicle					
4.	Was the Web Smart	t CIP provided by the OCTA used to prepare the CMP CIP?					
Addi	itional Comments:	 					
I cer	A	on contained in this checklist is true. Dilector of the Signat	We	<u>(e/(</u>	// 4/7- ate		



CMP Monitoring Checklist: Level of Service						
CMP Checklist YES NO N						
1.	Check "Yes" if either of the following apply:	X				
	There are no CMP intersections in your jurisdiction.					
	 Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 7	r o			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.					
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?					
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?					
Additio	nal Comments:					
I certify that the information contained in this checklist is true.						
	E. (Max) Maximous Public Works Director/ City Eng.		6/2	18/17		
	Name (Print) Title Signature		1	Date		

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



Jurisdiction:	City of Rancho Santa Margarita

	CMP Monitoring Checklist: Deficiency Plans				
СМ	CMP Checklist YES NO				
1.	Check "Yes" if either of the following apply:	X	. 0		
	There are no CMP intersections in your jurisdiction.				
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS.	N 1 NEE	D TO		
2.	If any, please list those intersections found to not meet 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 QUESTIO	N 3 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?				
5.	Does the deficiency plan fulfill the following statutory requirements:				
	a. Include an analysis of the causes of the deficiency?				
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?				
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?				
	 i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 				

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



APPENDIX C
Congestion Management Program (CMP)

Turicdictions	City of Rancho Santa Margarita
Julisuicuoli.	city of Rancho Santa Marganta

CMP Monitoring Checklist: Deficiency Plans (cont.)						
СМР	Checklist			YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?					
7.	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 coo	rdination occurred?				
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.						
E. (Max) Maximous Public Works Director/ City Eng.					18/17	
	Name (Print)	Title	Signature		Da	ate



Congestion Management Program (CMP)

Jurisdiction:	City of Rancho Santa Margarita	
TABLE S. TANK CONTRACTOR		AND STREET, ST

CMP Monitoring Checklist: Land Use Coordination								
CMF	Checklist			YES	NO	N/A		
1.	Have you maintained the CMP traffic in previous CMP?	mpact analysis (TIA) proces	s you selected for the	X				
-	a. If not, have you submitted the for review and approval?	e revised TIA approach and	methodology to OCTA			X		
2.	Did any development projects require	a CMP TIA during this CMP	cycle? ³		X	7.87		
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 & intersect whether any are outside of your jurisdi		not meet the CMP LOS s	standards	(indicate			
	a. Were mitigation measures and seven-year CIP?	d costs identified for each a	nd included in your			- 🗆		
	b. If any impacted links & interse agency coordinate with other							
5.	If a local traffic model was/will be used consistency requirements as described at http://www.octa.net/pdf/cmpprepma	in the CMP Preparation Ma						
Add	tional Comments:							
I ce	tify that the information contained in thi	s checklist is true.						
	,					/		
_	E. (Max) Maximous Pu Name (Print)	blic Works Director/ City Eng. Title	Signature		[0]	28/17 ate		
	Hamo it tilly	Tido	Olghacule					

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 Rancho Santa Margarita

	CMP Monito	ring Checklist: Capital I	mprovement P	rogram				
CMI	P Checklist			YES	NO	N/A		
1.	Did you submit a seven-year Ca June 30?	apital Improvement Program (CIP) t	o OCTA by	X				
2.		o maintain or improve the performa safety, maintenance, and rehabilitat		X				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?			X				
4.	Was the Web Smart CIP provid	ed by the OCTA used to prepare the	e CMP CIP?	X				
		•	·					
I certify that the information contained in this checklist is true.								
	E. (Max) Maximous	Public Works Director/ City Eng.	straxin		6/2	8/17		
	Name (Print)	Title	Signature		D	ate		



Congestion Management Program (CMP)

Jurisdiction: City		City of San Clemente				
	СМР	Monitoring Checklist: Capital	Improvement Pr	ogram		
CMI	Checklist			YES	NO	N/A
1.	Did you submit a se June 30?	even-year Capital Improvement Program (CIF	P) to OCTA by	Х		
2.		le projects to maintain or improve the perform expansion, safety, maintenance, and rehabili		Х		
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?			X		
4.	Was the Web Smart	t CIP provided by the OCTA used to prepare	the CMP CIP?	Х		
Add	itional Comments:					
I cer	tify that the informat	ion contained in this checklist is true.	1			
_T	homas Bonigut	Deputy Public Works Director	/w/h	'M	6/27	eli;
	Name (Print)	Title	Signature			Date



	City of Sail Cleffichte			
	CMP Monitoring Checklist: Deficiency Plans			
Cr	IP Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	Х		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 1 NEE	:D ТО	
2.	If any, please list those intersections found to not meet 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?			0
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 3 NEF	D TO	
	ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			
5.	Does the deficiency plan fulfill the following statutory requirements:	,		.
	a. Include an analysis of the causes of the deficiency?			
	 Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? 			
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?	0		
	i. Do the improvements, programs, or actions meet the criteria established by SCAOMD (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.



Juris	sdiction:	City of San Clemente				
		CMP Monitoring Checklist: Deficiency	Plans (cont	.)		
CMP	Checklist			YES	NO	N/A
6.	Are the capital im seven-year CMP (provements identified in the deficiency plan programme	ed in your			X
7. ·	Does the deficient implementation?	cy plan include a monitoring program that will ensure its	S			Х
8.	B. Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?					Х
9.	Has necessary int	er-jurisdictional coordination occurred?				Х
10.		ny innovative programs, if any, included in the deficienc	, pain			X
Addit	ional Comments:					
I certi	fy that the informa	tion contained in this checklist is true.	- 20			
_Th	omas Bonigut Name (Print)	Deputy Public Works Director Title	/m /b/m Signature		6/27	//7



Congestion Management Program (CMP)

Jurisdiction:	City of San Clemente
	CMP Monitoring Checklist: Land Use Coordination

CMP Monitoring Checklist: Land Use Coordination									
CMF	P Checklist	YES	NO	N/A					
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	Х							
	 If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval? 			Х					
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		Х						
	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 whether any are outside of your jurisdiction). • •								
	Were mitigation measures and costs identified for each and included in your seven-year CIP?			Х					
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			Х					
5.	5. If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?								
Addi	tional Comments:								
I cer	tify that the information contained in this checklist is true.								
Thomas Bonigut Deputy Public Works Director 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.



Name (Print)

APPENDIX C

Congestion Management Program (CMP)

Jurisdiction:		City of San	Clemente							
			CMP M	lonitoring (Checklist:	Level	of Service			
CMP	Checklist							YES	NO	N/A
1.	Check "	Yes" if eith	her of the follo	wing apply:	A STATE OF THE STA			Х		
	•	There are	e no CMP inte	rsections in your	r jurisdiction.		•			
	•			ly-exempt activit ng at LOS E (or						
		NOTE: 0	NLY THOSE	AGENCIES TH	AT CHECKED	"NO" FO	R QUESTION	1 NEED	го	
				ANSWER THE	REMAINING	QUESTIC	NS.			
2.	If any,	please list t	those intersec	tions that are no	ot operating at	the CMP L	.OS standards.			X
	•	·				5	×			
3.	impleme	ented in th	ie next 18 moi	any, be impronths or improver or, local agency C	ments program	med in the	e first year of			X
	a,	If not, ha operating	s a deficiency below the CN	plan been devel 1P LOS standard	loped for each i ds?	intersectio	n that will be			Х
Additio	nal Comr	ments:								
-										
I certif	y that the	information	on contained i	n this checklist i	is true.					
Tho	omas Bo	nigut		Deputy Public V	Works Director		/m/h		6/27	117

Signature

Date

Title

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



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Level of Service				
СМР	Checklist	YES	NO	N/A	
1:0	Check "Yes" if either of the following apply:	X			
	There are no CMP intersections in your jurisdiction.				
	 Factoring out statutorily-exempt activities¹, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 				
" ,-	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED T	О	11:	
2.	If any, please list those intersections that are not operating at the CMP LOS standards. • •				
3,	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?				
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?				
Addit	ional Comments:				

City of San Juan Capistrano

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

The CMP intersection of Ortega Highway and I-5 is operated by Caltrans.

George Alvarez

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.



Jurisdiction:	City of San Juan Capistrano

CMP Monitoring Checklist: Deficiency Plans									
CMI	P Checklist	YES	NO	N/A					
1	 Check "Yes" if either of the following apply: There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	X							
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO								
	ANSWER THE REMAINING QUESTIONS.								
2.	If any, please list those intersections found to not meet 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	N 3 NEE	D TO						
	ANSWER THE REMAINING QUESTIONS.								
4.	. Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?								
5.	Does the deficiency plan fulfill the following statutory requirements:								
	a. Include an analysis of the causes of the deficiency?			X					
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			X					
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			X					
	 i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 			×					

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



Jurisdiction:	City of San Juan Capistrano
---------------	-----------------------------

CMP	Checklist			YES	NO	N/A
6.	Are the capital improvements identified seven-year CMP CIP?	d in the deficiency plan programmed	d in your	П		×
7.	Does the deficiency plan include a mor implementation?	nitoring program that will ensure its	3			X
8.	Does the deficiency plan include a proc proceed pending correction of the defic		ment to			×
9.	Has necessary inter-jurisdictional coord	dination occurred?				×
Addi	tional Comments:					
I cer	ify that the information contained in this	checklist is true.	G.	N		/
G	eorge Alvarez	City Engineer	Leony	-Uh	471	///
	Name (Print)	Title	Signature	1	/ /	ate



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

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

City of San Juan Capistrano

Additional Comments:

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

at http://www.octa.net/pdf/cmpprepmanual.pdf)?

George Alvarez

City Engineer

Were mitigation measures and costs identified for each and included in your

b. If any impacted links & intersections were outside your jurisdiction, did your

consistency requirements as described in the CMP Preparation Manual (available online

If a local traffic model was/will be used, did you follow the data and modeling

agency coordinate with other jurisdictions to develop a mitigation strategy?

Name (Print)

seven-year CIP?

Title

Signature Date

П

X

X

X

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.



Juris	diction:	City of San Juan Capistrano			
		CMP Monitoring Checklist: Capital Improvemen	it Program	() 4,2/1	
СМІ	P Checklist		YES	NO	N/A
1.	Did you submit June 30?	t a seven-year Capital Improvement Program (CIP) to OCTA by	×		
2.		nclude projects to maintain or improve the performance of the CMPHS acity expansion, safety, maintenance, and rehabilitation)?	S 🗵		
3.	Is it consistent emissions?	t with air quality mitigation measures for transportation- related vehicl	e 🗵		
4.	Was the Web	Smart CIP provided by the OCTA used to prepare the CMP CIP?	×		
Add	litional Comment	ts:			
	ertify that the info	ormation contained in this checklist is true. City Engineer	lls	7//	1/1
	Name (Print) Title Sigr	nature	- 7	Date



Congestion Management Program (CMP)

lurisc	liction:	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:	✓		
	• The	ere are no CMP intersections in your jurisdiction.			
	juris	ctoring out statutorily-exempt activities ¹ , all CMP intersections within your isdiction are operating at LOS E (or the baseline level, if worse than E) or tter.			
	NO.	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION :	1 NEED T	го	
2.	If any, please	se list those intersections that are not operating at the CMP LOS standards.			V
3.	implemented	nt intersections, if any, be improved by mitigation measures to be d in the next 18 months or improvements programmed in the first year of unding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			✓
		not, has a deficiency plan been developed for each intersection that will operating below the CMP LOS standards?			~
۷٩٩it	tional Comments	ç.			

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

Signature

PRINCIPAL CIVIL ENGINEER

Title

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

TAIG HIGGINS

Name (Print)



Jurisdiction:	City of Santa Ana
	-

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

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



of Santa Ana

	CMP Monitoring Checklist: I	Deficiency Plans (con	t.)		
CMP	P Checklist		YES	NO	N/A
6.	Are the capital improvements identified in the deficiency p seven-year CMP CIP?	an programmed in your			✓
7.	Does the deficiency plan include a monitoring program that implementation?	t will ensure its			✓
8.	Does the deficiency plan include a process to allow some le proceed pending correction of the deficiency?	evel of development to			✓
9.	Has necessary inter-jurisdictional coordination occurred?				✓
10.	Please describe any innovative programs, if any, included i	n the deficiency plan:			✓ 2
Addit	itional Comments:				
I cert	tify that the information contained in this checklist is true.	Min		/	1
TA	AIG HIGGINS PRINCIPAL CIVIL ENGIN	EER ///		6/2	1/17
	Name (Print) Title	Signature		/ p	ate



Jurisdiction:	City of Santa Ana

	CMP Monitoring Checklist: Land Use Co	ordinati	on		
СМР	P Checklist		YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected previous CMP?	d for the	✓		
	a. If not, have you submitted the revised TIA approach and methodolog for review and approval?	y to OCTA			✓
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		✓		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR Q ANSWER THE REMAINING QUESTIONS		2 NEED T	0	
3.	If so, how many?			1	
4.	Please list any CMPHS links & intersections that were projected to not meet the whether any are outside of your jurisdiction). • • •	e CMP LOS s	standards	(indicate	*
	Were mitigation measures and costs identified for each and included seven-year CIP?	n your			✓
	 If any impacted links & intersections were outside your jurisdiction, diagency coordinate with other jurisdictions to develop a mitigation strategies. 				✓
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 (availab at http://www.octa.net/pdf/cmpprepmanual.pdf)?	le online	√		
Addi	ditional Comments:				
		4			
I cer	ertify that the information contained in this checklist is true.	1//	1/		/
Т.	TAIG HIGGINS PRINCIPAL CIVIL ENGINEER			6/21	1/17
	Name (Print) Title	Signature		7 0	ate

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



Juris	sdiction:	City of Santa Ana			
		CMP Monitoring Checklist: Capital Improvement P	rogram		
СМІ	P Checklist		YES	NO	N/A
1.	Did you submit June 30?	t a seven-year Capital Improvement Program (CIP) to OCTA by	✓		
2.		nclude projects to maintain or improve the performance of the CMPHS acity expansion, safety, maintenance, and rehabilitation)?	*		
3.	Is it consistent emissions?	with air quality mitigation measures for transportation- related vehicle	✓		
4.	Was the Web S	Smart CIP provided by the OCTA used to prepare the CMP CIP?	✓		
Add	litional Comment	S:			
. 1					
		ormation contained in this checklist is true.	1/	z /	1/2
T	AIG HIGGINS	PRINCIPAL CIVIL ENGINEER		Oft	1//-/
	Name (F	Print) Title Signature	1	Ç	ate



Name (Print)

APPENDIX C

Date

Congestion Management Program (CMP)

Jurisdiction:		City of Seal Beach			
		CMP Monitoring Checklist: Level of Service		AL P	219/21
CMF	Checklist		YES	NO	N/A
1.	Check "	Yes" if either of the following apply:	×		
	•	There are no CMP intersections in your jurisdiction.			
	•	Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any,	please list those intersections that are not operating at the CMP LOS standards.			
3.	implem	ented in the next 18 months or improvements programmed in the first year of			В
	a.	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?	0	П	
Addit	tional Com	check "Yes" if either of the following apply: There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS. Fany, please list those intersections that are not operating at the CMP LOS standards.			
				#4	
	tify that the	tz Associate Engineer	<u>></u>	81.	- lis

Title

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



Jurisdiction:	City of Seal Beach
	•

6	CMP Monitoring Checklist: Deficiency Plans	5-17-E		
СМ	P Checklist	YES	NO	N/A
1,	Check "Yes" if either of the following apply:	×		
	There are no CMP intersections in your jurisdiction.			
	 Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found to not meet the CMP LOS standards.			
	,			
	• = = = = = = = = = = = = = = = = = = =	- Francisco	-	5.07
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIC	N 3 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?			
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			
	 i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 			

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



Jurisdiction:	City of Seal Beach

CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CMP CIP?	0	0	
7,	Does the deficiency plan include a monitoring program that will ensure its implementation?		0	0
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			
9.	Has necessary inter-jurisdictional coordination occurred?		п	
10.	Please describe any innovative programs, if any, included in the deficiency plan:			
Addit	tional Comments:			
I cert	ify that the information contained in this checklist is true.			
_Da	Associate Engineer Name (Print) Associate Engineer Title Signature		8/2	ate ate



Congestion Management Program (CMP)

Jurisdiction:	City of Seal Beach	

	CMP Monitoring Checklist: Land Use Coordinati	on	TAN SOLD	
CMF	P Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	☒		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			
2.	Did any development projects require a CMP TIA during this CMP cycle? ³		X	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED 1	го	
3.	If so, how many?		~	
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction). • •	standards	(indicate	
	a. Were mitigation measures and costs identified for each and included in your seven-year CIP?			
	 If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy? 			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at http://www.octa.net/pdf/cmpprepmanual.pdf)?			
Addi	tional Comments:			
	tify that the information contained in this checklist is true.	2	Al-	10
	David Spitz Name (Print) Associate Engineer Title Signature		S 12	ate

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



Juris	sdiction:	City of Seal Beach			
	C	MP Monitoring Checklist: Capital Improve	ement Program	n	
СМ	P Checklist		YES	NO	N/A
1.	Did you submit June 30?	a seven-year Capital Improvement Program (CIP) to OCTA by	×		
2.		nclude projects to maintain or improve the performance of the city expansion, safety, maintenance, and rehabilitation)?	CMPHS 🗵		
3.	Is it consistent emissions?	with air quality mitigation measures for transportation- related	vehicle		
4.	Was the Web S	Smart CIP provided by the OCTA used to prepare the CMP CIP?	×		
	ertify that the info	rmation contained in this checklist is true. Associate Engineer	287	81	 21/12
_	Name (P		Signature		Date



Jurisc	diction:	City of Stanton			
CMP Monitoring Checklist: Level of Service CMP Checklist There are no CMP intersections in your jurisdiction. There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities ¹ , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS. If any, please list those intersections that are not operating at the CMP LOS standards.					
СМР	Checklist		YES	NO	N/A
1.	Check "Y	es" if either of the following apply:	X		
	•	There are no CMP intersections in your jurisdiction.			
=	•	jurisdiction are operating at LOS E (or the baseline level, if worse than E) or		=	
			NEED 1	го	
2.	If any, p	lease list those intersections that are not operating at the CMP LOS standards.			
	•				
	•				
	•				
3.	impleme	nted in the next 18 months or improvements programmed in the first year of			
	a.	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
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.					
				•	
I cer	tify that the	information contained in this checklist is true. Public Works Trector Title Signature			24 (/)

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



Jurisdiction:

City of Stanton

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
CM	P Checklist	YES	NO	N/A
1.	 Check "Yes" if either of the following apply: There are no CMP intersections in your jurisdiction. 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. 	X		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, please list those intersections found to not meet the CMP LOS standards. •	s2		

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO

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?

5.	Does the de	ficiency plan fulfill the following statutory requirements:		
	a.	Include an analysis of the causes of the deficiency?		
	b.	Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?		
	C.	Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?		
		 Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)? 		

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



necklist are the capital im even-year CMP C	orovement					YES		
	nrovement					TES	NO	N/A
		identified in	the deficiency pl	an program	med in your			
oes the deficiend mplementation?	pes the deficiency plan include a monitoring program that will ensure its aplementation?							
oes the deficiend proceed pending	cy plan incl correction o	ude a process of the deficien	to allow some locy?	evel of deve	elopment to			
las necessary int	er-jurisdicti	onal coordina	tion occurred?					
Please describe a	ny innovati	e programs, i	if any, included i	n the defici	ency plan:			
nal Comments:								
							II 19	
1	as necessary into	roceed pending correction of as necessary inter-jurisdiction dease describe any innovative mal Comments:	roceed pending correction of the deficient as necessary inter-jurisdictional coordinate lease describe any innovative programs, in all Comments:	roceed pending correction of the deficiency? as necessary inter-jurisdictional coordination occurred? lease describe any innovative programs, if any, included in the comments:	roceed pending correction of the deficiency? as necessary inter-jurisdictional coordination occurred? lease describe any innovative programs, if any, included in the deficiency. The programs of the deficiency?	as necessary inter-jurisdictional coordination occurred? lease describe any innovative programs, if any, included in the deficiency plan: nal Comments:	as necessary inter-jurisdictional coordination occurred? lease describe any innovative programs, if any, included in the deficiency plan: and Comments:	as necessary inter-jurisdictional coordination occurred? Dease describe any innovative programs, if any, included in the deficiency plan:



Congestion Management Program (CMP)

Juris	diction:	City of Stanton			
		CMP Monitoring Checklist: Land Use Coordination	on		
CMF	P Checklist		YES	NO	N/A
1.	Have you ma previous CMF	nintained the CMP traffic impact analysis (TIA) process you selected for the process you will not you selected for the process you selected for the process you will not you selected for the process you will not you	X		
		ot, have you submitted the revised TIA approach and methodology to OCTA review and approval?			☒
2.	Did any deve	elopment projects require a CMP TIA during this CMP cycle? ³	. П	X	
	Ne	OTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 ANSWER THE REMAINING QUESTIONS.	2 NEED 1	ГО	
3.	If so, how m	any?		-	
4.		ny CMPHS links & intersections that were projected to not meet the CMP LOS sare outside of your jurisdiction).	standards	(indicate	
	• _				
		re mitigation measures and costs identified for each and included in your en-year CIP?			
		ny impacted links & intersections were outside your jurisdiction, did your ency coordinate with other jurisdictions to develop a mitigation strategy?			
5.	consistency i	ffic model was/will be used, did you follow the data and modeling requirements as described in the CMP Preparation Manual (available online www.octa.net/pdf/cmpprepmanual.pdf)?			
Add	litional Comme	nts:			
I ce	ertify that the in	nformation contained in this checklist is true. Director of Public Works (Print) Title Signature		_ 512	24/17 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.



luris	diction:	City of S	Stanton	-					
	CN	4P Monit	oring Ch	ecklist: Ca	pital Imp	rovement P	rogram		
CMI	P Checklist						YES	NO	N/A
1.	Did you submit a June 30?	a seven-year	Capital Impro	vement Progra	am (CIP) to OC	TA by	X		
2.	Does the CIP ind (including capac	clude projects ity expansior	s to maintain on, safety, mair	or improve the ntenance, and i	performance or rehabilitation)?	of the CMPHS	X		
3.	Is it consistent v emissions?	vith air qualit	y mitigation n	neasures for tra	ansportation- r	related vehicle	×		
4.	Was the Web Sr	mart CIP prov	ided by the C	OCTA used to p	repare the CM	P CIP?	X		
Add	itional Comments:						i		
			-5-2						
I ce	ertify that the infor	mation conta	_	((0)	(-) () ()	Q		612	1117
13. 	Name (Pr	int)	D.Kec	Title	ncworks_	Signature)		Date



Jurisdiction:		City of Tustin			
		CMP Monitoring Checklist: Level of Service			
СМР	Checklist		YES	NO	N/A
1.	Check "Yes" if either of the following apply: □ □				
	• The	ere are no CMP intersections in your jurisdiction.			
	jur	ctoring out statutorily-exempt activities ¹ , all CMP intersections within your isdiction are operating at LOS E (or the baseline level, if worse than E) or tter.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	I 1 NEED	го	
2.	If any, pleas	se list those intersections that are not operating at the CMP LOS standards			
3.	implemente	nt intersections, if any, be improved by mitigation measures to be d in the next 18 months or improvements programmed in the first year of unding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			
		not, has a deficiency plan been developed for each intersection that will operating below the CMP LOS standards?			
Addit	ional Comment	ts:			
I cert	tify that the info Krys Sa	ormation contained in this checklist is true. Ildivar Public Works Manager KSaldm	•	41	27/17
-	Name (F		e	_ 0/0	Date

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



Jurisdiction:	City of Tustin
---------------	----------------

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



Juris	diction: City of Tustin			
	CMP Monitoring Checklist: Deficiency Pla	ins (cont.)		
СМЕ	P Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in seven-year CMP CIP?	our 🗆		
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 proceed pending correction of the deficiency?	to		
9.	Has necessary inter-jurisdictional coordination occurred?			
10.	Please describe any innovative programs, if any, included in the deficiency plan			
Add	litional Comments:			
	which that the information contained in this should be the sure			
I cer	rtify that the information contained in this checklist is true.	1.		
	Krys Saldivar Name (Print) Public Works Manager Title	Signature		27/17 Date



Juris	diction:	City of Tustin			
Ť.		CMP Monitoring Checklist: Land Use Coordinati	on		
СМЕ	P Checklist		YES	NO	N/A
1.	Have you mair previous CMP?	ntained the CMP traffic impact analysis (TIA) process you selected for the			A.M. 72
		t, have you submitted the revised TIA approach and methodology to OCTA eview and approval?			
2.	Did any develo	opment projects require a CMP TIA during this CMP cycle? ³			
7	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED 1	го	1 0
3.	If so, how mar	ny?			
4.		CMPHS links & intersections that were projected to not meet the CMP LOS re outside of your jurisdiction).	standards	(indicate	
	•				
		mitigation measures and costs identified for each and included in your n-year CIP?			
		y impacted links & intersections were outside your jurisdiction, did your cy coordinate with other jurisdictions to develop a mitigation strategy?			
5.	consistency re-	c model was/will be used, did you follow the data and modeling quirements as described in the CMP Preparation Manual (available online .octa.net/pdf/cmpprepmanual.pdf)?			
Add	itional Comment	rs:			=
	2				
I ce	rtify that the info	ormation contained in this checklist is true.			
	Krys Sa Name (F		a-	6/3 D	2 <u>7/17</u> ate

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



Jurisdiction:		City of Tu	ustin						
		CMP Monitor	ing Checklist	: Capital I	mproven	nent Pr	ogram		
CMI	P Checklist				Canada Antonio de Caración de		YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?								
2.	Does the CIP (including cap	include projects to acity expansion, sa	maintain or improve afety, maintenance,	e the performan and rehabilitati	nce of the CN	1PHS			
3.	Is it consisten emissions?	t with air quality m	nitigation measures f	or transportation	on- related v	ehicle			
4.	Was the Web	Smart CIP provide	d by the OCTA used	to prepare the	: CMP CIP?				
Add	litional Commen	ts:							
I ce	ertify that the inf Krys Sa Name (ldivar	d in this checklist is Public Works Title	Manager	Sa	ldwa Signature	-	42	7/17 Pate
	raille (Time)	Title			Signature		L	ale



Jurisdi	iction:	City of Villa Park			
		CMP Monitoring Checklist: Level of Service			
CMP	Checklist		YES	NO	N/A
1.	Check "Yes	" if either of the following apply:	X		
	• TI	nere are no CMP intersections in your jurisdiction.			
	ju	actoring out statutorily-exempt activities ¹ , all CMP intersections within your risdiction are operating at LOS E (or the baseline level, if worse than E) or etter.			
	N	OTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED	го	
2.	If any, plea	se list those intersections that are not operating at the CMP LOS standards.			
3.	implemente	ent intersections, if any, be improved by mitigation measures to be ed in the next 18 months or improvements programmed in the first year of funding program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			
1	a. If	not, has a deficiency plan been developed for each intersection that will operating below the CMP LOS standards?			0
Additi	onal Commer	nts:		1, 1,	grel,
		#			
I certi	fy that the in	formation contained in this checklist is true.			
<u>M</u> .	Akram H		pl		28/17 Date

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



Jurisdiction:

City of Villa Park

APPENDIX C

Congestion Management Program (CMP)

	CMP Monitoring Checklist: Deficiency Plans			
CM	IP 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 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 QUESTIONS. 	N 1 NEE	D ТО	
2.	If any, please list those intersections found to not meet the CMP LOS standards. • •			0
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?			

Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to 4. OCTA? 5. Does the deficiency plan fulfill the following statutory requirements: Include an analysis of the causes of the deficiency? Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements? Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality? i. Do the improvements, programs, or actions meet the criteria established by SCAQMD (see the CMP Preparation Manual)?

NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 3 NEED TO ANSWER THE REMAINING QUESTIONS.

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.



Juris	diction:	City of Villa Pa	rk				
		CMP Monito	ring Checklist: Def	iciency Plans (c	ont.)		
CMF	Checklist				YES	NO	N/A
6.	Are the capital seven-year Cl	al improvements identi MP CIP?	ified in the deficiency plan p	programmed in your	0		X
7.	Does the defi	ciency plan include a r on?	monitoring program that wil	l ensure its	0		X
8.	Does the defi proceed pend	ciency plan include a pling correction of the c	process to allow some level deficiency?	of development to		0	X
9.	Has necessar	y inter-jurisdictional co	pordination occurred?		X		0
			grams, if any, included in th				X
Add	itional Comme	nts:					
	tify that the info		this checklist is true. City Engineer	M. QQ F	12		8/17



Name (Print)

APPENDIX C

Congestion Management Program (CMP)

Juris	diction:	City of Villa Park			
7.7.55		CMP Monitoring Checklist: Land Use Coordinati	on		
CMI	Checklist		YES	NO	N/A
1.	Have you previous (maintained the CMP traffic impact analysis (TIA) process you selected for the CMP?	X		
	a. I	If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			0
2.	Did any de	evelopment projects require a CMP TIA during this CMP cycle? ³		X	
		NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	2 NEED	ro	
3.	If so, how	many?			
4.	Please list whether a	any CMPHS links & intersections that were projected to not meet the CMP LOS sany are outside of your jurisdiction).	standards	(indicate	
	a. V	Nere mitigation measures and costs identified for each and included in your seven-year CIP?			
	b. I	f any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			
5.	consistenc	traffic model was/will be used, did you follow the data and modeling by requirements as described in the CMP Preparation Manual (available online www.octa.net/pdf/cmpprepmanual.pdf)?			
Add	itional Comr	ments:			
I ce	rtify that the	e information contained in this checklist is true.	٥		
N	/l. Akram	Hindiyeh City Engineer Mack	1)	6/28	3/17

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.

Signature

Date

Title



Juris	diction:	CMP Monitoring Checklist: Capital Improvement klist you submit a seven-year Capital Improvement Program (CIP) to OCTA by 30? the CIP include projects to maintain or improve the performance of the CMP uding capacity expansion, safety, maintenance, and rehabilitation)? consistent with air quality mitigation measures for transportation- related vehisions? the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?					
		MP Monitorii	ng Checklist: Capital	Improvement P	rogram	Ę×	
CMI	Checklist				YES	NO	N/A
1.	Did you submi June 30?	t a seven-year Capil	tal Improvement Program (CIP)	to OCTA by	X		0
2.	Does the CIP i	nclude projects to nacity expansion, safe	naintain or improve the perform ety, maintenance, and rehability	ance of the CMPHS ation)?			X
3.	Is it consistent emissions?	t with air quality mit	igation measures for transporta	tion- related vehicle	X	0	
4.	Was the Web	Smart CIP provided	by the OCTA used to prepare the	ne CMP CIP?	X	0	
Add	itional Comment	s:					
I ce	rtify that the info	ormation contained	in this checklist is true.				
	1. Akram Hir Name (f		City Engineer	M. AlSignature	H		28/17 Date



Juris	diction:	City of We	stminster				
		CMP N	Monitoring Checklist	: Level of Service			
CMP	Checklist				YES	NO	N/A
1.	Check "Yes"	if either of the foll	owing apply:		√		
	• The	ere are no CMP inte	ersections in your jurisdiction.				
	• Fac	sdiction are operat	ily-exempt activities ¹ , all CMP ing at LOS E (or the baseline	intersections within your level, if worse than E) or			
	NO	TE: ONLY THOSE	AGENCIES THAT CHECKE		1 NEED	го	
2.	If any, pleas	e list those interse	ctions that are not operating a	at the CMP LOS standards.			
3.	implemented	I in the next 18 mo	any, be improved by mit onths or improvements progra e., local agency CIP, CMP CIP	mmed in the first year of			
			y plan been developed for eac MP LOS standards?	h intersection that will be			
Additi	ional Comments	S:					
			ed at Beach Boulevard/Bolsa A Caltrans' jurisdiction.	Avenue and Bolsa Chica Ro	oad/Garde	n Grove B	oulevard.
I certi	ify that the info	rmation contained	in this checklist is true.	$i\Lambda/I$			
	Marwan Yousset		PW Director, City Engineer	// / auch	Nu	1381	6/29
	Name (F	Print)	Title	Signature	Y		Date /

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



Jur	isdiction:	City of Westminster			
	CMP Monitoring Checklist: Deficiency Plans MP Checklist YES NO N/A Check "Yes" if either of the following apply: • There are no CMP intersections in your jurisdiction. • Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS. If any, please list those intersections found to not meet the CMP LOS standards. •				
СМ	P Checklist		YES	NO	N/A
1.	Check "Yes" if either	of the following apply:	√		Tarana Nasa
	There are n	o CMP intersections in your jurisdiction.			
	jurisdiction	ut statutorily-exempt activities ² , all CMPHS intersections within your are operating at LOS E (or the baseline level, if worse than E) or			
	NOTE: ONL		N 1 NEE	D TO	
2.	If any, please list the	ose intersections found to not meet the CMP LOS standards.			
3.					
	NOTE: ONL		N 3 NEE	D TO	
4.		or a schedule for preparing a deficiency plan been submitted to			
5.	Does the deficiency (plan fulfill the following statutory requirements:			
	a. Include	e an analysis of the causes of the deficiency?			
	c. Include costs, v	e a list of improvements, programs, or actions, and estimates of their which will improve LOS on the CMPHS and improve air quality?			
		the improvements, programs, or actions meet the criteria established 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.



Juris	sdiction:	City of Wes	tminster				
		CMP Monit	oring Checklist: D	Deficiency Plans (c	cont.)		
СМР	Checklist				YES	NO	N/A
6.	Are the capital seven-year CM		ntified in the deficiency pla	an programmed in your			
7.	Does the defici		a monitoring program that	will ensure its			
8.		ency plan include and correction of the	a process to allow some le e deficiency?	evel of development to			
9.	Has necessary	inter-jurisdictional	coordination occurred?				
10.	Please describe	any innovauve pr	ograms, if any, included in	Ture dericlericy plan.			
Addi	itional Commen	ts:					
			d at Beach Boulevard/Bolsa altrans' jurisdiction.	a Avenue and Bolsa Chica F	Road/Garden	Grove Boo	ulevard.
I cer	tify that the infor	mation contained i	in this checklist is true.	1/// V		///	100 h
	Marwan Youssef, Name (Pr		PW Director, City Engine Title	Signatu	re Property	<u>b/</u>	Date



Juri	sdiction: City of Westm	inster				
	CMP Monito	ring Checklist: Land	d Use Coordination	on		
CMF	Checklist			YES	NO	N/A
1.	Have you maintained the CMP traffic previous CMP?	impact analysis (TIA) proces	s you selected for the	✓		
	 a. If not, have you submitted t for review and approval? 	he revised TIA approach and	I methodology to OCTA			
2.	Did any development projects require	e a CMP TIA during this CMP	cycle? ³		\checkmark	
		ENCIES THAT CHECKED " SWER THE REMAINING (2 NEED T	го	
3.	If so, how many?					
4.	Please list any CMPHS links & interse whether any are outside of your juris		not meet the CMP LOS s	standards	(indicate	
	Were mitigation measures a seven-year CIP?	nd costs identified for each a	and included in your			
	b. If any impacted links & inter	rsections were outside your j er jurisdictions to develop a r				
5.	If a local traffic model was/will be us consistency requirements as describe at http://www.octa.net/pdf/cmpprep	ed in the CMP Preparation Ma				
Add	tional Comments:					
	re are two CMP intersections located are ever, said intersections are under Calt		nue and Bolsa Chica Roa	d/Garden	Grove Boo	ulevard.
I ce	tify that the information contained in t	this checklist is true.	11/1 . V			
	Marwan Youssef, P.E., Ph.D.	PW Director, City Engineer	11 ann	rous	m 6	/29/1
	Name (Print)	Title	Signature	1	l I	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.



	CMP Monitoring Checklist: Capital Improvement Programme	rogram		
CMF	Checklist Checklist	YES	NO	N/A
1.	Did you submit a seven-year Capital Improvement Program (CIP) to OCTA by June 30?	✓		
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?			✓
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	✓		
4.	Was the Web Smart CIP provided by the OCTA used to prepare the CMP CIP?	✓		
Add	itional Comments:			
The	re are two CMP intersections located at Beach Boulevard/Bolsa Avenue and Bolsa Chica Roa vever, said intersections are under Caltrans' jurisdiction.	ad/Garden	Grove Bou	ulevard.
The	re are two CMP intersections located at Beach Boulevard/Bolsa Avenue and Bolsa Chica Roa	ad/Garden	Grove Bou	ulevard



Jurisdi	ction:		City of Yorba Linda			
183 2			CMP Monitoring Checklist: Level of Service			
CMP	Checklist			YES	NO	N/A
1.	Check '	Yes" if e	either of the following apply:	1		
	•	There	are no CMP intersections in your jurisdiction.			
	•		ing out statutorily-exempt activities ¹ , all CMP intersections within your ction are operating at LOS E (or the baseline level, if worse than E) or .			
		NOTE	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION : ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any,	please li	st those intersections that are not operating at the CMP LOS standards.			
3,	implem	ented in	intersections, if any, be improved by mitigation measures to be the next 18 months or improvements programmed in the first year of ling program (i.e., local agency CIP, CMP CIP, Measure M CIP)?			0
	a.		has a deficiency plan been developed for each intersection that will erating below the CMP LOS standards?	0		
Additio	onal Com	ments:				
	4					
I certi	fy that th	e inform	ation contained in this checklist is true.			
Ric	k Yee		Assistant City Engineer	e	6/2	18/17
	Na	me (Print	t) Title Signature		•	Date

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



Jurisdiction:

APPENDIX C

Congestion Management Program (CMP)

CMP Monitoring Checklist: Deficiency Plans

City of Yorba Linda

3, 4	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	 Check "Yes" if either of the following apply: There are no CMP intersections in your jurisdiction. Factoring out statutorily-exempt activities², all CMPHS intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better. 	a	0	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 1 NEE	D TO	
2.	If any, please list those intersections found to not meet the CMP LOS standards. • • •		-	0
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?	0		0
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	N 3 NEE	р то	
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?	0		
5.	Does the deficiency plan fulfill the following statutory requirements:			
	a. Include an analysis of the causes of the deficiency?			
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			
	c. Include a list of improvements, programs, or actions, and estimates of their costs, which will improve LOS on the CMPHS and improve air quality?			
	 i. Do the improvements, programs, or actions meet the criteria established by 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.



urisdiction:	City of Yorba Linda			
	CMP Monitoring Checklist: Deficiency Plans (co	nt.)		
CMP Checkl	st	YES	NO	N/A
6. Are th	e capital improvements identified in the deficiency plan programmed in your year CMP CIP?			0
	he deficiency plan include a monitoring program that will ensure its nentation?			
8. Does to	he deficiency plan include a process to allow some level of development to ed pending correction of the deficiency?			
9. Has no	ecessary inter-jurisdictional coordination occurred?			
Additional C	omments:			7
ŕ	the information contained in this checklist is true. Assistant City Engineer		ر ا	nel
Rick Yee	Name (Print) Title Signature	9	6	Date



uris	diction:	City of Yorba Linda			
Ñ		CMP Monitoring Checklist: Land Use Coordination	on		
CMF	Checklist		YES	NO	N/A
1.	Have you mainta previous CMP?	ained the CMP traffic impact analysis (TIA) process you selected for the	B	0	
		have you submitted the revised TIA approach and methodology to OCTA ew and approval?		D	
2.	Did any develop	ment projects require a CMP TIA during this CMP cycle? ³			
	NOTE	E: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED 1	го	
3.	If so, how many	?		_1	
4.		MPHS links & intersections that were projected to not meet the CMP LOS soutside of your jurisdiction).	standards	(indicate	0
		nitigation measures and costs identified for each and included in your year CIP?			П
	b. If any i	mpacted links & intersections were outside your jurisdiction, did your coordinate with other jurisdictions to develop a mitigation strategy?	0		0
5.	consistency requ	model was/will be used, did you follow the data and modeling uirements as described in the CMP Preparation Manual (available online octa.net/pdf/cmpprepmanual.pdf)?			
Add	litional Comments:				
	ertify that the infor	mation contained in this checklist is true. Assistant City Engineer	e	6/2	8/17
-	Name (Pr	int) Title Signature		, ,	ate

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



luris	diction:	City of Yorba Linda			
	СМР	Monitoring Checklist: Capital Improvement F	rogram	A West	
CMF	P Checklist		YES	NO	N/A
1.	Did you submit a se June 30?	even-year Capital Improvement Program (CIP) to OCTA by	2	0	
2,,		de projects to maintain or improve the performance of the CMPHS expansion, safety, maintenance, and rehabilitation)?			
3.	Is it consistent with emissions?	air quality mitigation measures for transportation- related vehicle	a		
4.	Was the Web Smar	t CIP provided by the OCTA used to prepare the CMP CIP?	Ø		
Add	litional Comments:				
I ce	ertify that the informa	tion contained in this checklist is true.	0		
F	Rick Yee	Assistant City Engineer	ec.	6/2	8/17
	Name (Print)	Title	е		Date



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	Р	✓	✓	✓	~	~	✓	✓	✓	✓	✓	✓	✓	Micro	✓	Υ
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	1	✓	√	✓	✓	·	✓	✓	√	✓	~	✓	Micro	✓	Y
Dana Point	G	G	VG	VG	VG	G	✓	✓	✓	✓	~	4	√	✓	✓	√	✓	✓	SS	✓	Y
Irvine	VG	VG	VG	VG	VG	VG	1	✓	√	✓	✓	·	✓	√	√	✓	~	✓	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	Р	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				
	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 <u>Anaheim</u> 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 $\underline{PAVER^{TM}}$, 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 <u>March</u>, <u>2017</u> for Arterial (MPAH) streets and <u>January</u>, <u>2015</u> for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed <u>March</u>, <u>2017</u>
- Percentage of all sections of pavement needing:
 Preventive Maintenance <u>18.8%</u>, Rehabilitation <u>60.2%</u>, Reconstruction <u>8%</u>
- 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	City Engineer	City of Anaheim
Name (Print)	Title	Jurisdiction
	JUNE 6, 2017	
√ Signature	Date	



Pavement Management Plan Certification

Appendix B

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, 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:
 - o 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.
 - o 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 Cooyman	City of Brea, CA
Name (Print)	Jurisdiction
Kit way	6/9/2017
Signed /	Date
City Engineer	
Title	



Pavement Management Plan Certification

The County of <u>Orange</u> 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 <u>Nichols Consulting Engineers</u>, <u>Chtd.</u> * using <u>StreetSaver™</u>, 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 <u>January</u>, <u>2017</u> for Arterial (MPAH) streets and <u>January</u>, <u>2017</u> for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed <u>January</u>, <u>2017</u>
- 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	County of Orange
Name (Print)	Jurisdiction
has so	5/18/17
Signed Javier Soto	Date

Deputy Director OC Construction

Title



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 <u>CIVILSOURCE, INC.</u> * using <u>MICROPAVER</u> , a pavement management system, conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:								
inventory was completed on F	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 	Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed $_{_{JUNE}}$, $_{_{_{_{_{_{_{_{_{_{_{_{_{_{_{_{_{_{_{$							
 Percentage of all sections of p 	Percentage of all sections of pavement needing:							
Preventive Maintenand	Preventive Maintenance $\underline{^{15.3\%}}$, Rehabilitation $\underline{^{14.9\%}}$, Reconstruction $\underline{^{2.2\%}}$							
 Budget needs for preventative of pavement for: 	 Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for: 							
Current biennial period	Current biennial period \$ 5,606,000 , Following biennial period \$ 5,606,000							
 Funds budgeted or available for 	• Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.							
Current biennial period	Current biennial period \$\frac{3,300,000}{}, Following biennial period \$\frac{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 pro	vided to the Orange County Tran	sportation Authority.						
Submitted by:								
Kamran Dadbeh, P.E.	City Engineer	City of Cypress						
Name (Print)	Title 06/19/2017	Jurisdiction						
Signature	Date							



Pavement Management Plan Certification

The City of <u>Dana Point</u> 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 <u>Nichols Consulting Engineers</u>, <u>Chtd.</u> * using <u>StreetSaver™</u>, 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 <u>January</u>, <u>2017</u> for Arterial (MPAH) streets and <u>January</u>, <u>2017</u> for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed <u>January</u>, <u>2017</u>
- Percentage of all sections of pavement needing:
 Preventive Maintenance <u>82.5%</u>, Rehabilitation <u>17.3%</u>, Reconstruction <u>0.1%</u>
- 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.	City of Dana Boint
Matt Sillacoll F.L.	City of Dana Point
Name (Print)	Jurisdiction
acloud fr	5/26/17
Signed	Date

<u>City Engineer/Deputy Director of Public Works</u> Title



Pavement Management Plan Certification Appendix F:

Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, 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 = <u>24%</u>, Rehabilitation = <u>12%</u>, Reconstruction = <u>0%</u>
- 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)

Signed

Director of Public Works

Title

City of Irvine

Jurisdiction

Date



Pavement Management Plan Certification Appendix F

The City of La Habra, CA certifies that is has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3.

This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, 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:
 - o 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:
 - o Current biennial period \$4,373,900, Following biennial period \$4,459,700
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - o 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.

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

Submitted by:

Christopher L. Johansen, P.E.	City of La Habra
Name (Print)	Jurisdiction
Ohnstopker J. Johnson Signed	Coledina Date
City Engineer Title	

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



Pavement Management Plan Certification

The City of <u>Lake Forest</u> 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 <u>Nichols Consulting Engineers</u>, <u>Chtd.</u> * using <u>StreetSaver</u>, 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 <u>January</u>, <u>2017</u> for Arterial (MPAH) streets and <u>January</u>, <u>2017</u> for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed <u>January</u>, <u>2017</u>
- 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



APPENDIX F

Pavement Management Plan Certification

The City/County of Los Alamilos 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 $\frac{\text{Willdan Engineering}}{\text{Willdan Engineering}}$ * using $\frac{\text{MicroPaver}}{\text{Variable}}$, 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
 Percentage of all sections of pavement needing:
Preventive Maintenance $\underline{13.4}$, Rehabilitation $\underline{54.6}$, Reconstruction $\underline{0.0}$
 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 \$\frac{632,780}{}, Following biennial period \$\frac{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:
Dave Hunt City Engineer City of Los Alamitos
Name (Print) Title Jurisdiction 8/23/ Signature Date



Pavement Management Plan Certification Appendix B

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

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

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

Submitted by:

Mark Vukojevic	City of Newport Beach
Name (Print)	Jurisdiction
Manh Vieleg	5-17-17
Signed	Date

Deputy Director of Public Works/City Engineer

Title

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

Pavement Management Plan Certification Appendix B

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, 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:
 - o Preventive Maintenance = 26%, Rehabilitation = 14%, Reconstruction = 1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
 - o Current biennial period \$6,798,900, Following biennial period \$7,470,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
 - o 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 BonieuT	City of San Clemente
Name (Print)	Jurisdiction 6/8/17
Signed	Date
Deputy Director of Public Works Title	

Section V



Submitted by:

Pavement Management Plan Certification Appendix B

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

The plan was developed by Bucknam Infrastructure Group, Inc. using 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:
 - o 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.

George Alvarez	City of San Juan Capistrano
Name (Print)	Jurisdiction
Leage Whay	7/26/17 Date
City Engineer Title	



Pavement Management Plan Certification

The City of <u>Stanton</u> 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 <u>Nichols Consulting Engineers, Chtd.</u> * using <u>PAVER®</u>, 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 <u>February</u>, <u>2017</u> for Arterial (MPAH) streets and <u>April</u>, <u>2013</u> for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed <u>February</u>, <u>2017</u>
- 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.

^	
Allan Rigg	City of Stanton
Name (Print)	Jurisdiction
1 1 1	E127117

Date

Public Works Director/City Engineer

Title

Signed

Submitted by:

2017 Citywide Pavement Management Plan – OCTA Submittal Final Report – April 20, 2017

Measure M2.



Pavement Management Plan Certification Appendix B

The City of Tustin, CA certifies that is has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3.

This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, 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:
 - \circ 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.
 - o 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





Local Signal Synchronization Plan (LSSP) Review

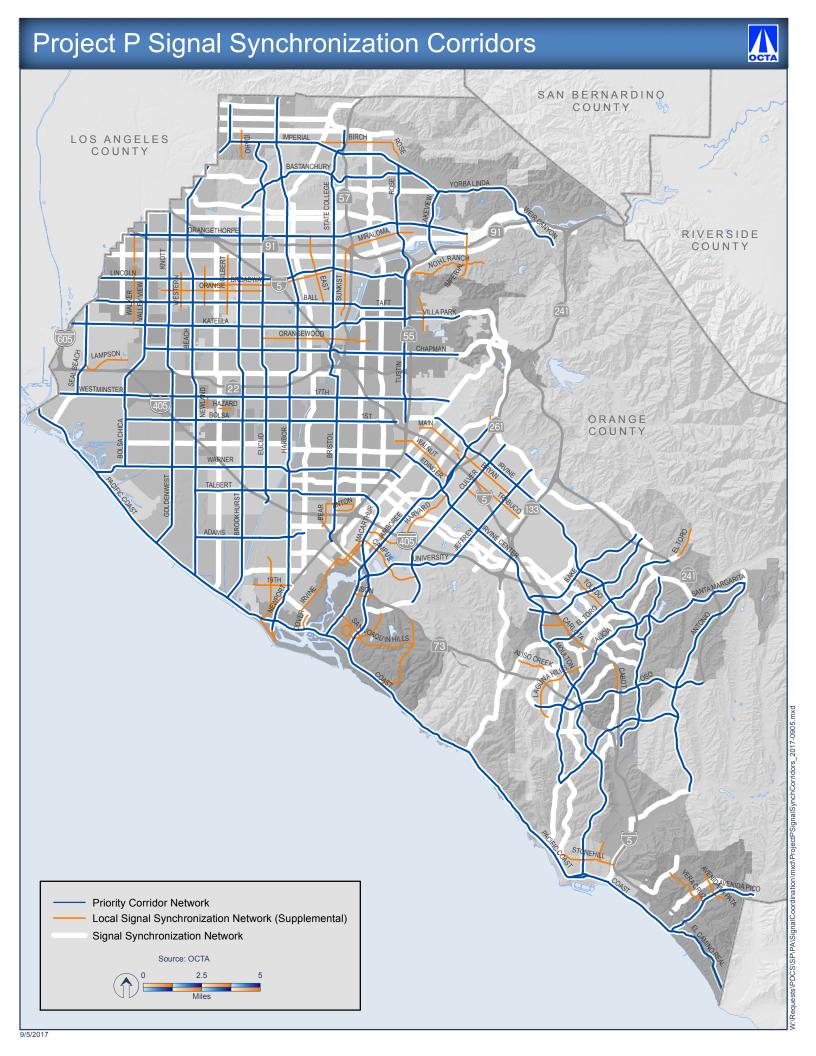
2017/18 Measure M2 Eligibility Local Signal Synchronization Plan Update Summary

	Annual		Every Thr	ee Years	2 - 9 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Agency	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





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

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

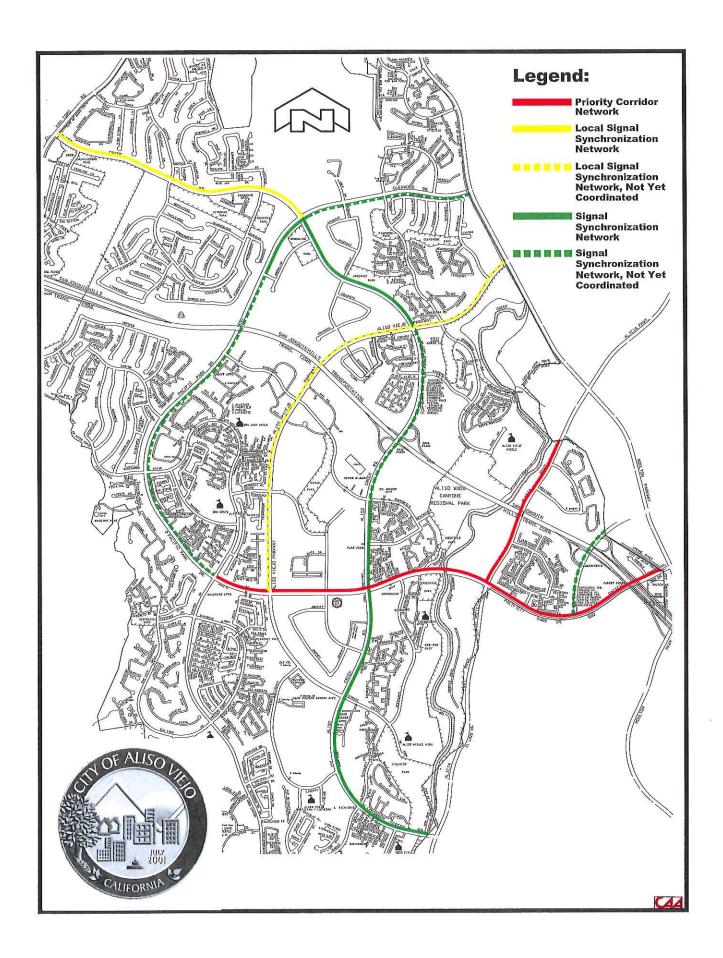
Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

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 Date

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





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:

- 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

The Local Agency Name: <u>City of Anaheim</u> Plan Date: <u>June 7, 2017</u>

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

Date

City of Anaheim

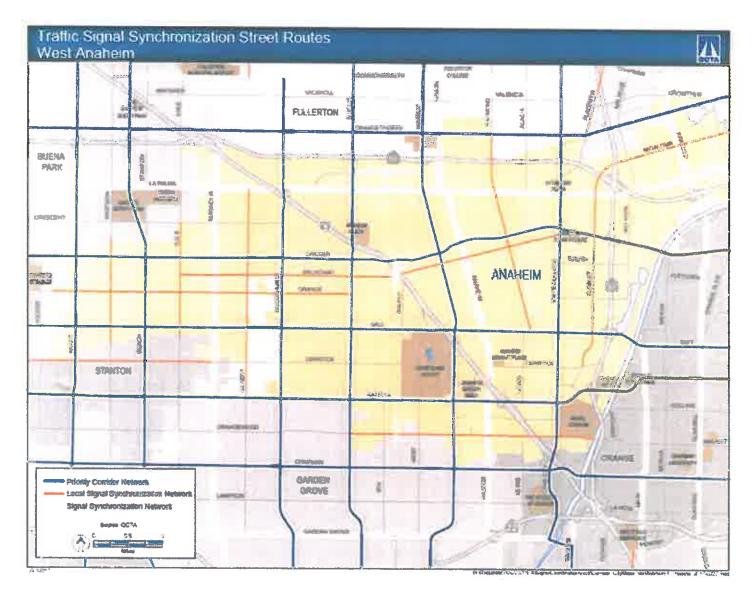


FIGURE 11A - CITY OF ANAHEIM SYNCHRONIZED ARTERIAL NETWORK

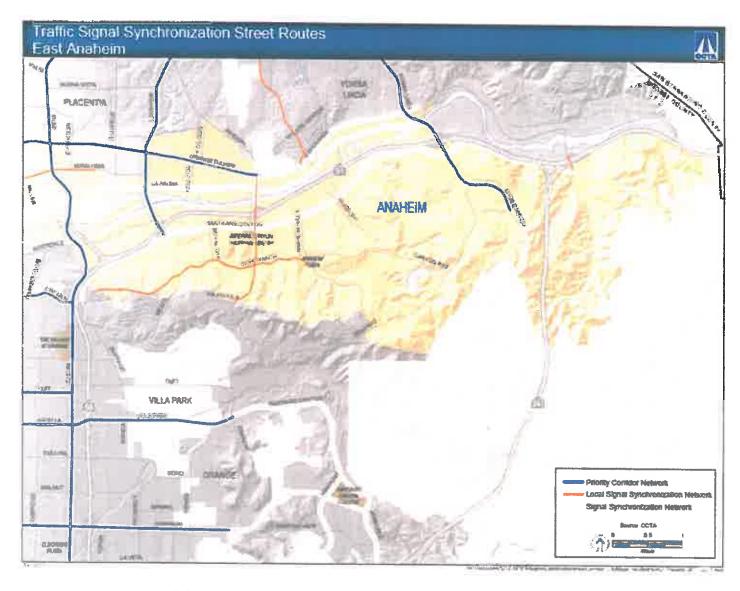


FIGURE 11B - CITY OF ANAHEIM SYNCHRONIZED ARTERIAL NETWORK



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.
- 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

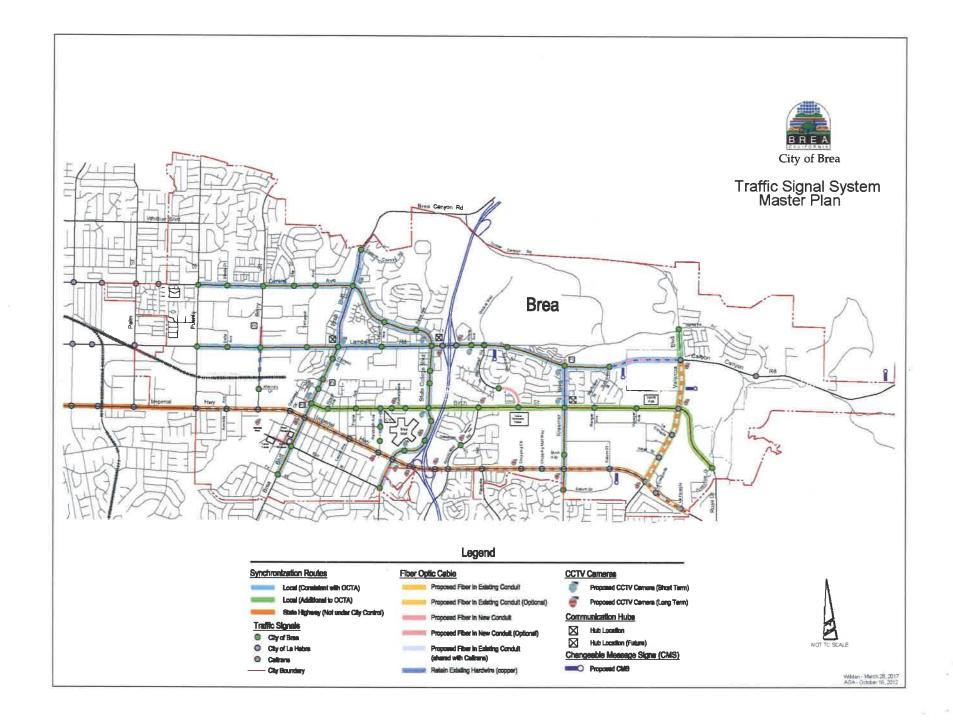
The Local Agency Name:	City of Brea	Plan Date: _	June 20, 2017	
Local agencies must subr	mit a copy of the L	ocal Signal Synchror	nization Plan, a	completed
	st, and any supportin	g documentation. Co	mplete the table	below.

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
 Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency. 	4 - 6	Provided
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
 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.

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





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.
- 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,

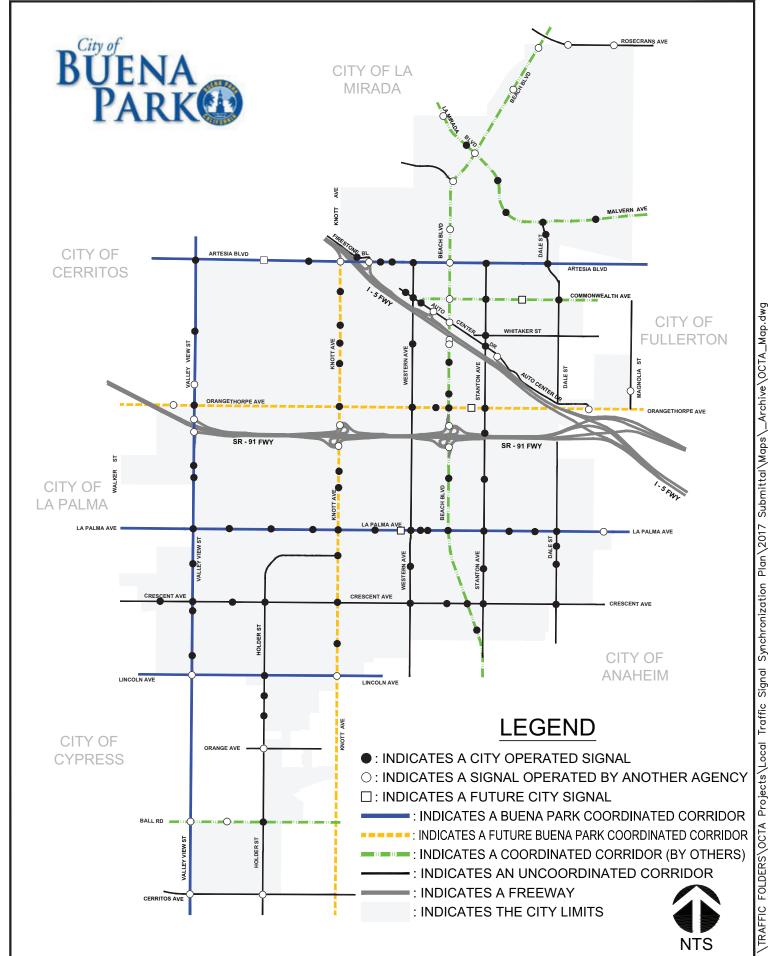
Iris Lee, PE, TE

Assistant City Engineer

Enclosures

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

The Local Agency Name: <u>City of Buena Park</u> Pla	n Date: <u>June</u>	13, 2017
Local agencies must submit a copy of the Local Signal Sync consistency review checklist, and any supporting documentation	hronization Pla . Complete the	an, a completed table below.
Complete the table below:		
Local Agency Statement	Page #s in LSSP	Provided or N/A
 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
 Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency. 	2-1	Provided
 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
 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 know	vledge. 6/14/19	r
Signature	Date	
Iris Lee, Assistant City Engineer, Public Works Department, City	of Buena Park	
Printed Name Title		



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.
- 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

The Local Agency Name: <u>City of Costa Mesa</u> Plan Date: <u>June 30, 2017</u>

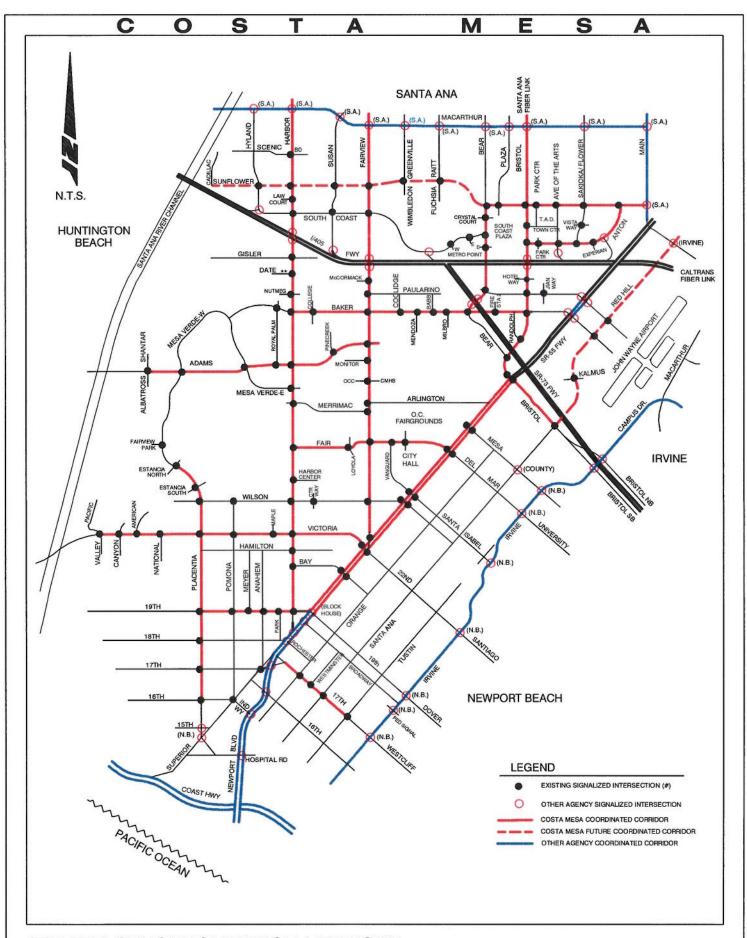
Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation. Complete the table below.

Complete the table below:

Local Agency Statement	Page(s) in LSSP	Provided or N/A
 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
 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

Raja Sethurana	06/30/2017
Signature	Date
Raja Sethuraman, Public Services Director, City of Costa Mesa	
Printed Name, Title, & Local Agency	

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



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.
- 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

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.

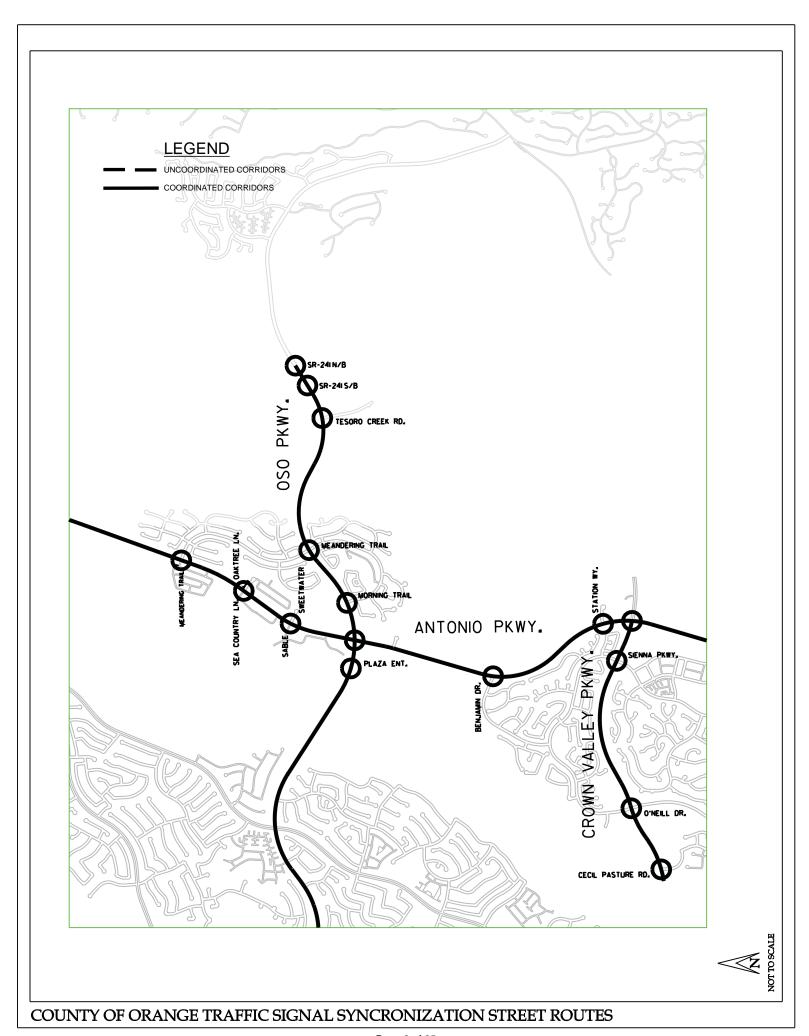
Complete the table below:

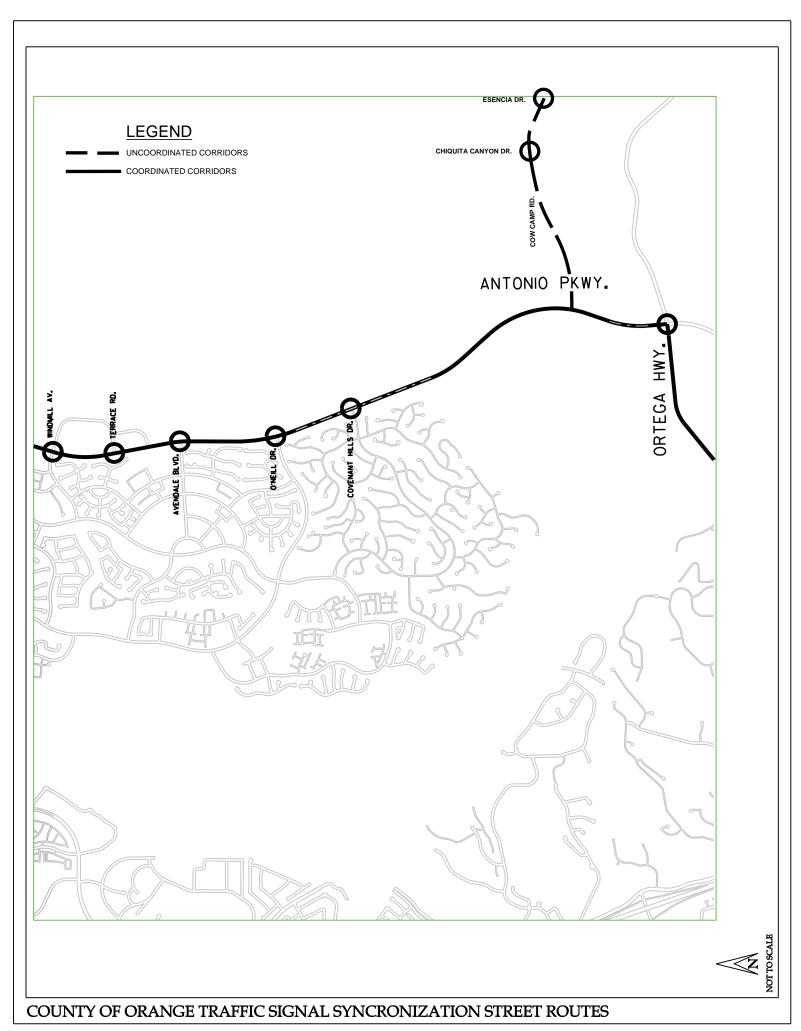
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with	Page 5-6	Yes
those outlined as part of the Regional Traffic Signal Synchronization		
Master Plan. Include information on how the traffic signal		
synchronization street routes and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

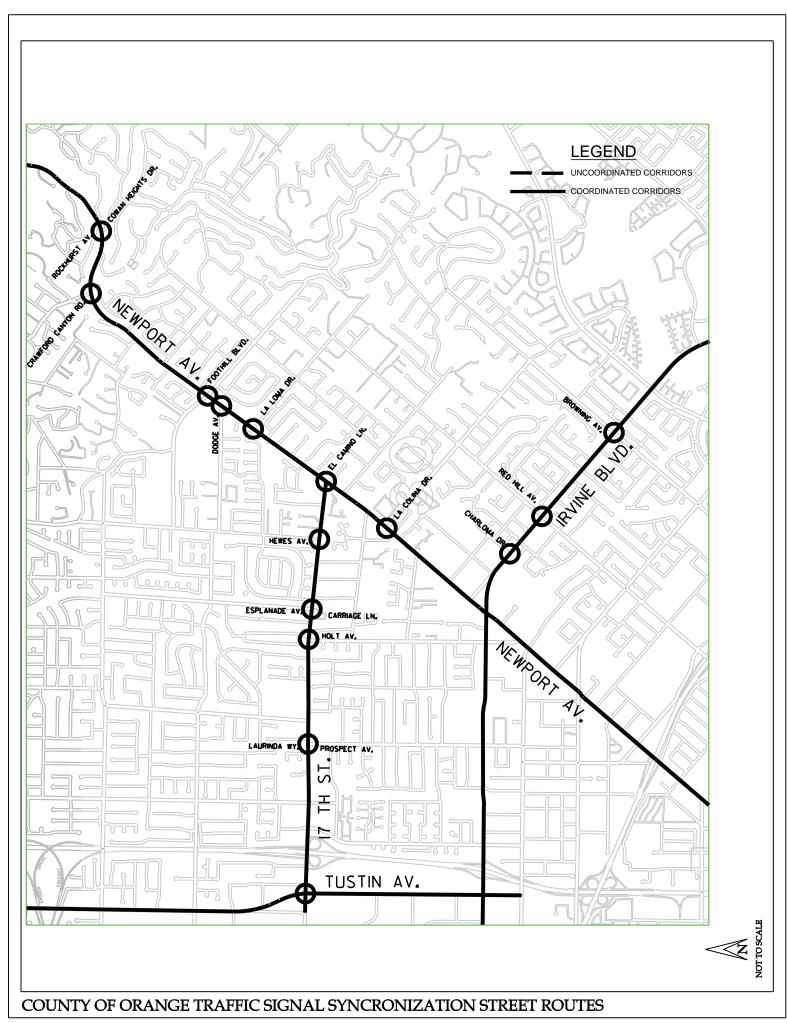
I certify that the above statements are true to the best of my knowledge.

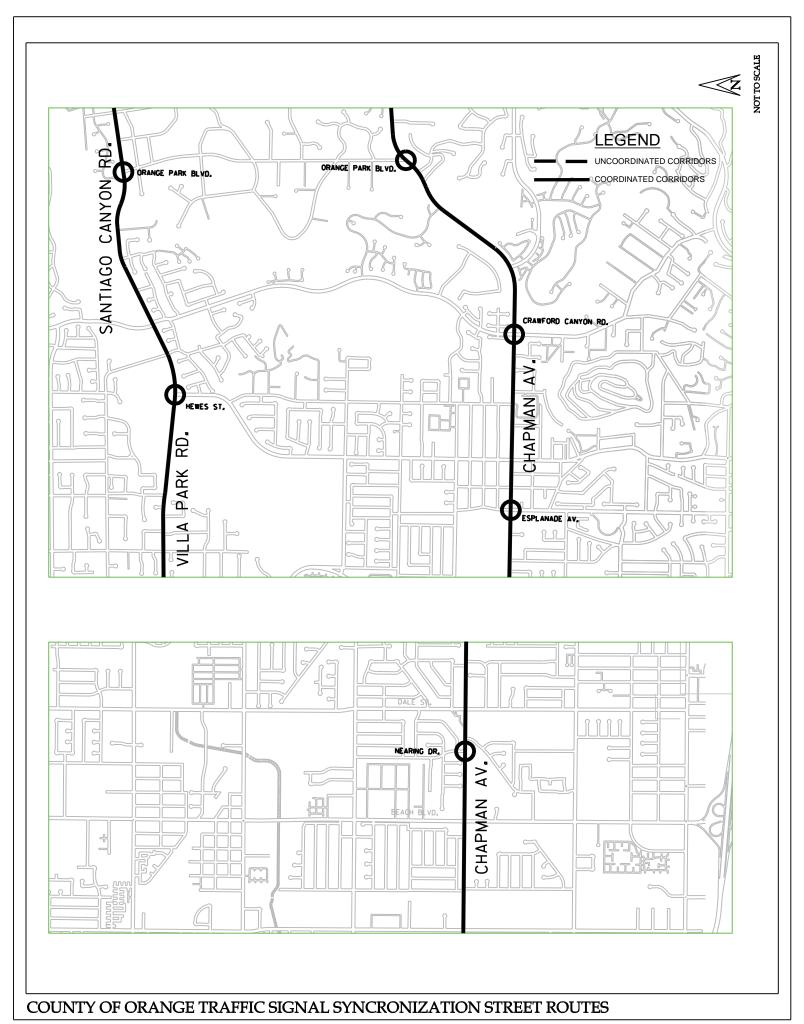
	6/19/2017
Signature	Date

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







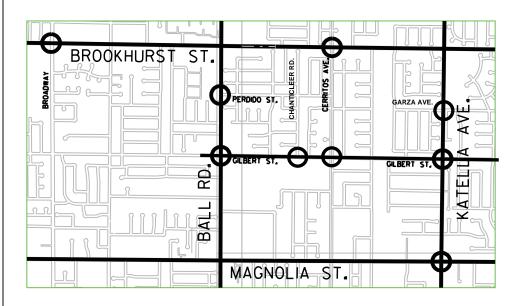






BATAVIA ST.











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. Kulkami:

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.
- 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

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

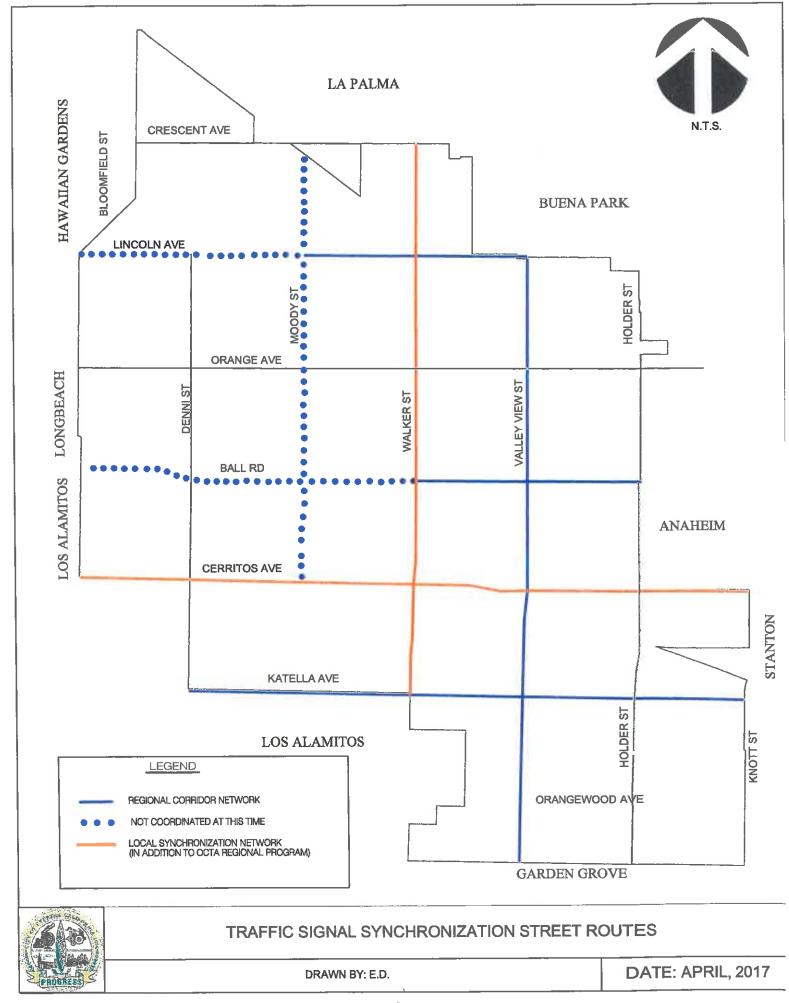
The Local Agency Name: <u>City of Cypress</u>	Plan Date: <u>June 30, 201</u>
---	--------------------------------

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
 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
Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	5-6	Provided
 Traffic signal inventory for all traffic signal synchronization street routes. 	7-9	Provided
A) 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
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.
Kamien Dodteh	5-24-17
Signature	Date
Kamran Dadbek, CITY Engineer,	Cypress
Printed Name, Title & Local Agency	





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

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

The Local Agency Name	City of Dana Point	Plan Date: June 6, 2017
The Local Agency Name	. Oily of Daria i oill	rian bate. dune 0, 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:

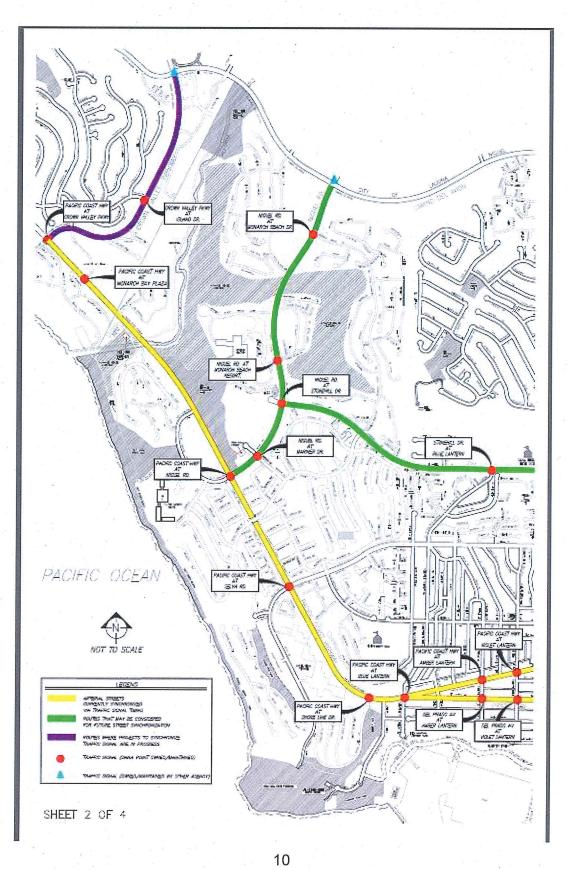
Local Agency Statement	Page #s in LSSP	Provided or N/A
Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may 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

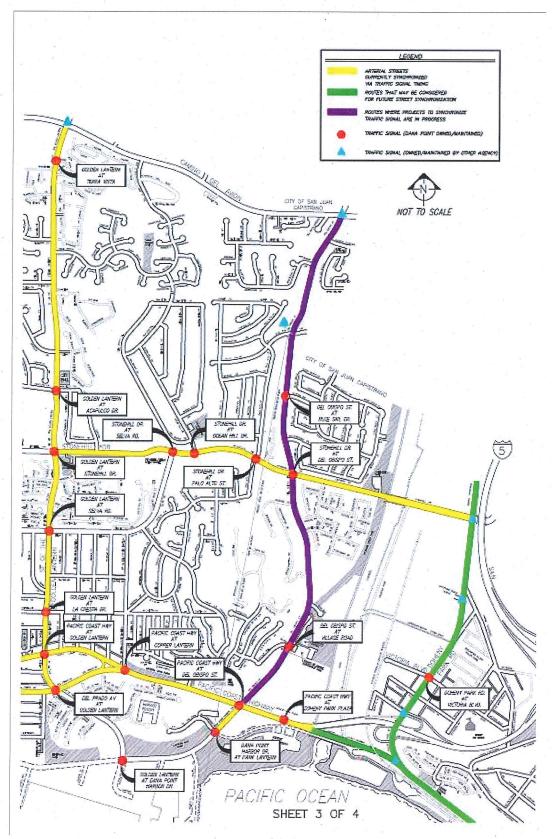
I certify that the above statements are true to the best of my knowledge.

Signature

Date

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









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

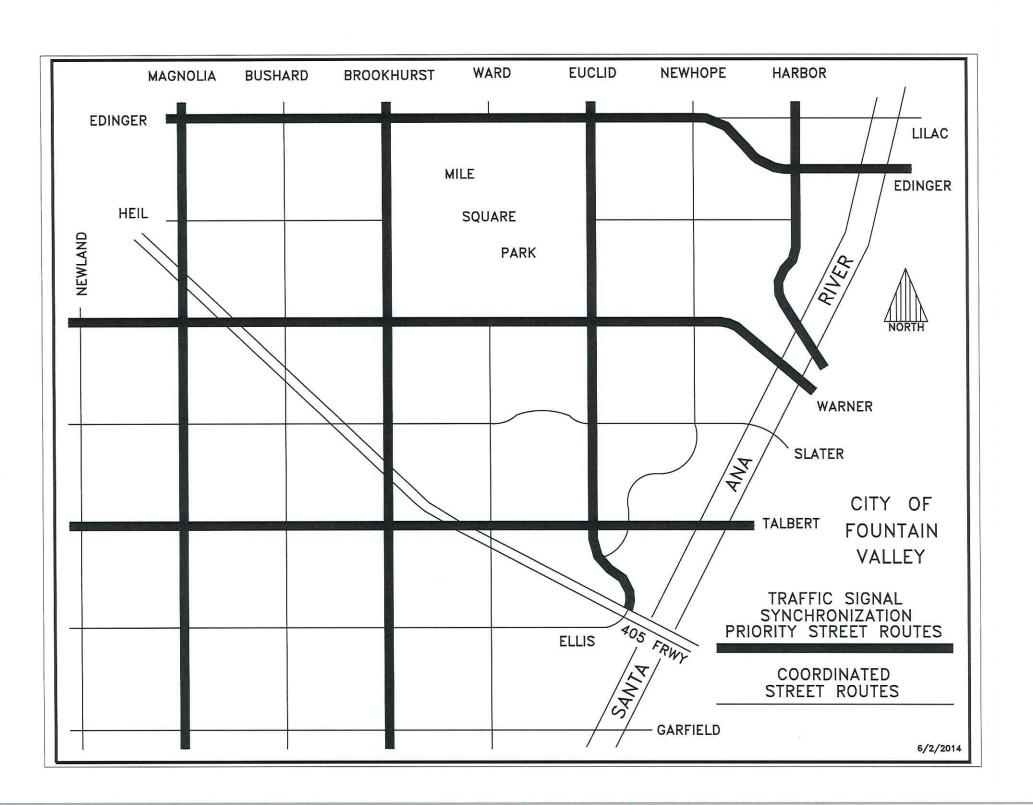
- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

The Local Agency Name: _City of Fou	untain Valley	_Plan Date:
Local agencies must submit a copy consistency review checklist, and any		
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
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.

| Goldson | Goldson |
| Signature | Date |
| 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:

- 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.
- 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 guestions, please call me at (714) 738-6858.

Sincerely.

Dave Langstaff

Traffic Engineering Analyst, City of Fullerton

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

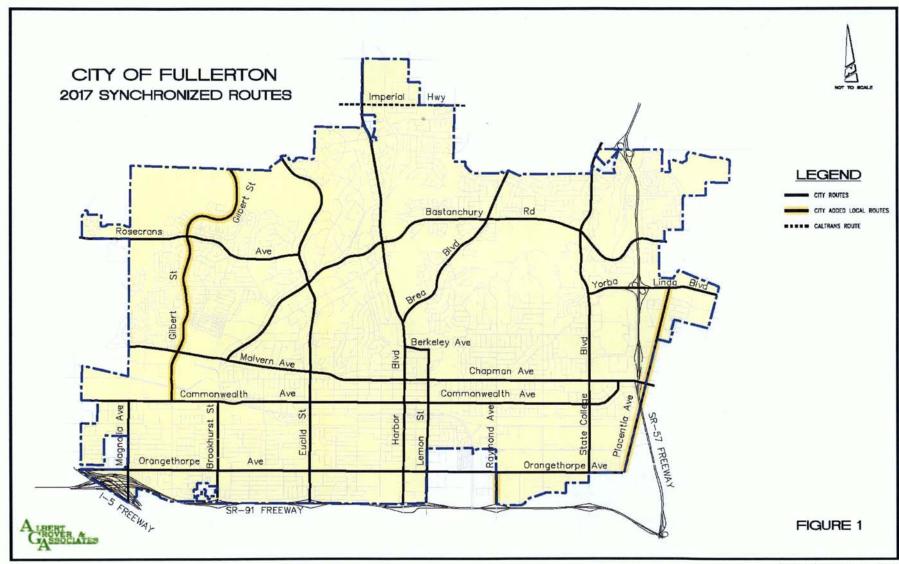
The Local Agency Name:	City of Fullerton	Plan Date: _	June 30, 2017
	t a copy of the Local Signal and any supporting documen		

Complete the table below:

Local Agency Statement	Page #s in LSSP	Provided or N/A
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
Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	2-1	Yes
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	e to the best of my knowledge.
	6/30/17
Signature	Date

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





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

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

The Local Agency Name: <u>City of Garden Grove</u>	Plan Date:	June 30, 2017
Local agencies must submit a copy of the Local Signal Sync consistency review checklist, and any supporting documentation.		

Complete the table below:

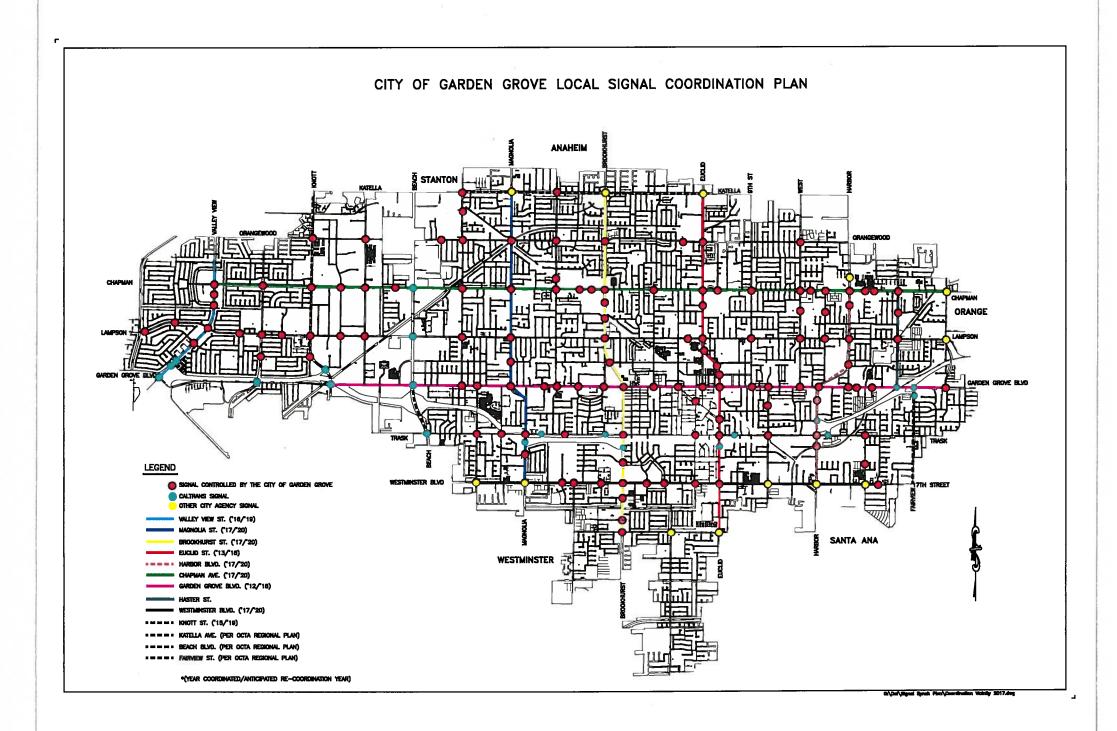
Local Agency Statement	Page(s) in LSSP	Provided or N/A
Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may 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

Signature

Dai Vu, City Traffic Engineer, City of Garden Grove

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

Printed Name, Title, & Local Agency





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

The Local Agency Name:	City of Huntington Beach	Plan Date: <u>6/01/17</u>
Local agencies must sub	mit a copy of the Local Signa	l Synchronization Plan, a completed
consistency review checkli	st, and any supporting docume	ntation. 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.

William I. J. Date

Signature

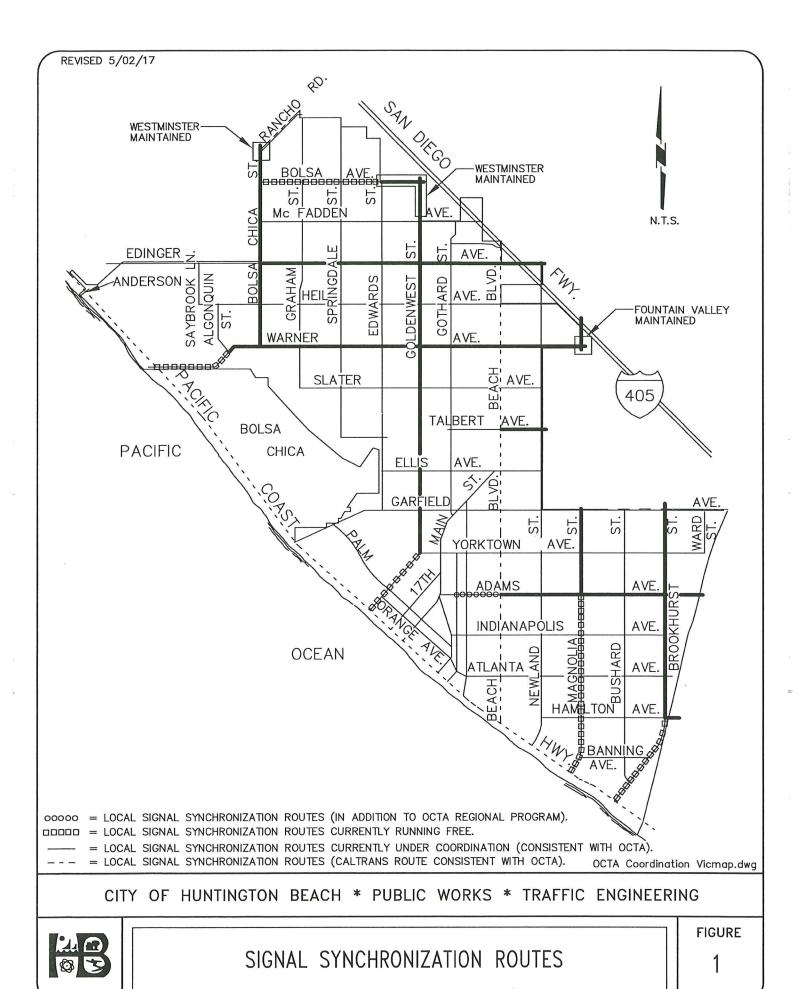
6/01/17

Date

Willaim F. Janusz, P.E., PTOE

Principal Civil Engineer

Printed Name, Title





City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

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

Jaimer Bourgeois

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

The Local Agency Name: <u>City of Irvine</u> Plan	Date: <u>June 3</u>	30, 2017
Local agencies must submit a copy of the updated Local completed checklist, and any supporting documentation. Comp		
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 kn	owledge.	
Jainer Bourgeois	4/24/17	
Signature	Date	
Jaimee Bourgeois, P.E., City Traffic Engineer Printed Name, Title		

а

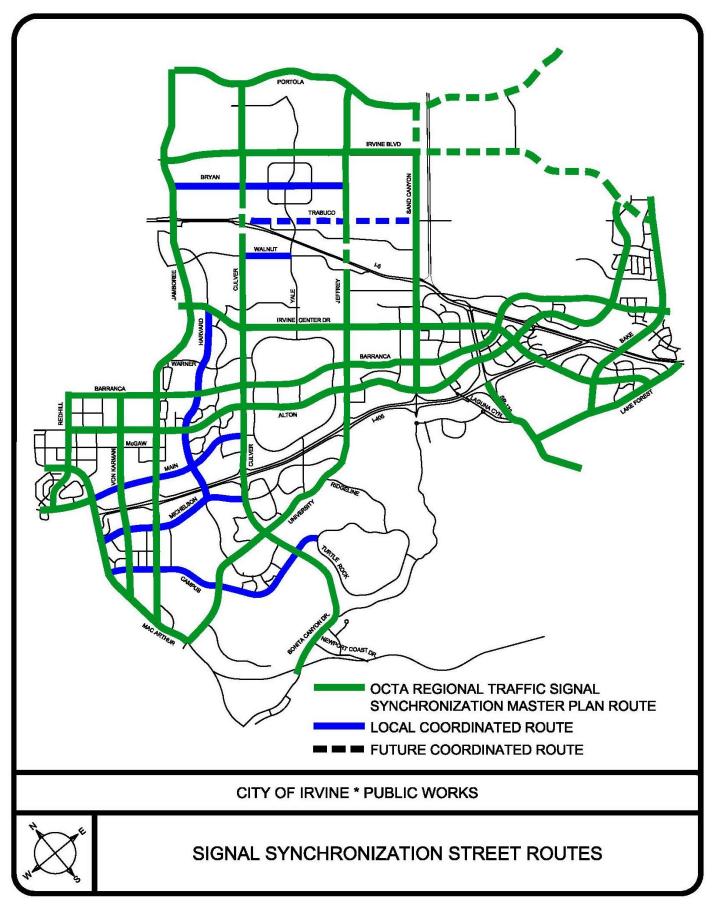


EXHIBIT 1 – City of Irvine Signal Synchronization Street Routes



City of La Habra

ADMINISTRATIVE BUILDING

"A Caring Community"

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:

- 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

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

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.

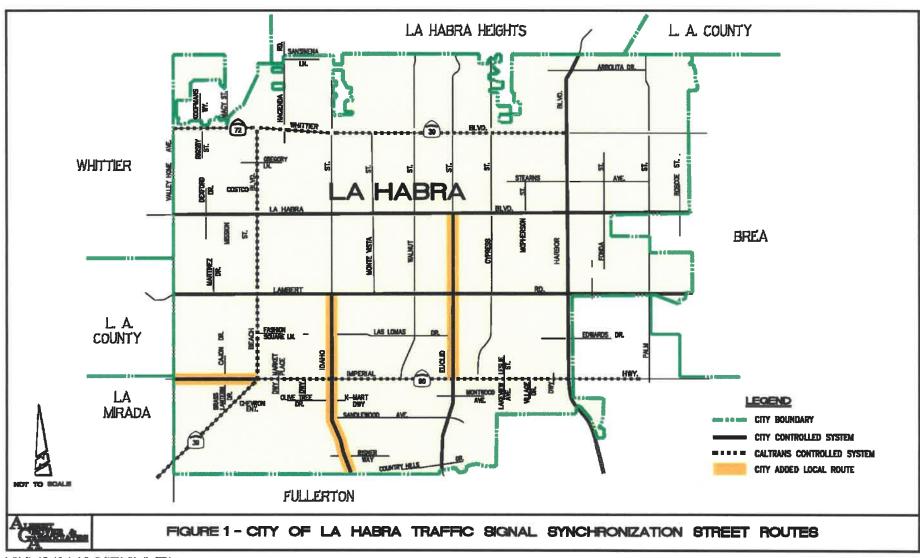
Local Agency Statement	Page #s in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may 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

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Signature

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

Printed Name, Title, & Local Agency



La Heiroffanni Mynd Operioralmillen Pierffiller La Heiro May 2017.deg



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:

- 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

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

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

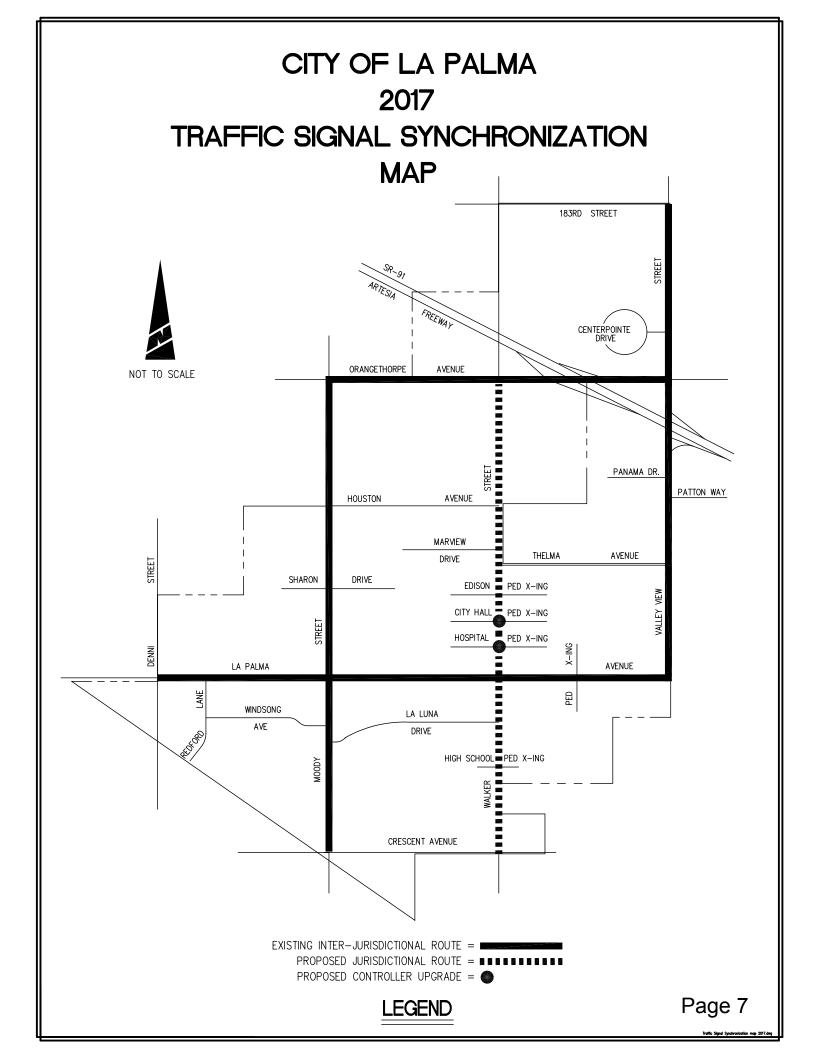
I certify that the above statements are true to the best of my knowledge.

Signature

Date

Douglas Benash, P.E., City Engineer, City of La Palma

Printed Name, Title, & Local Agency





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,

Shohreh Dupuis

Director of Public Works

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

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
 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
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
 Signal synchronization review, revision, and assessment of synchronization activities along the traffic signal synchronization street routes and traffic signals. 	14-19	Provided

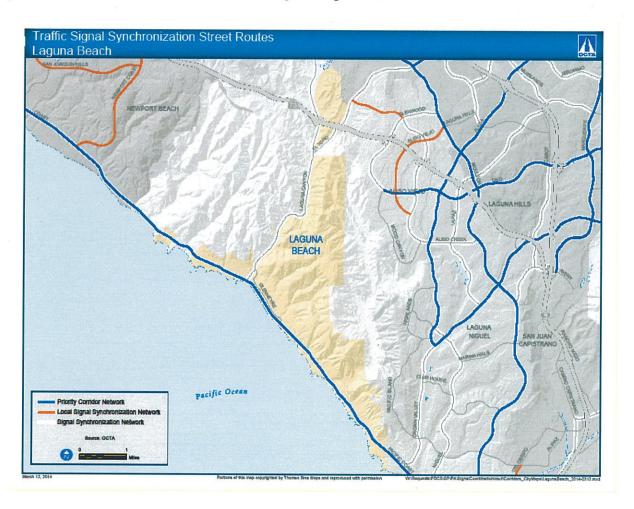
I certify that the above statements are true to the best of my knowledge.

Shohreh Dupuis, Assistant City Manager/Director of Public Works

Printed Name, Title

TRAFFIC SIGNAL SYNCHRONIZATION STREET ROUTES

As shown on the map below, there are three routes on the traffic signal synchronization network within the City of Laguna Beach, including portions of Coast Highway (SR-1), Laguna Canyon Road (SR-133), and El Toro Road. Coast Highway is designated as a Priority Corridor Network. Caltrans owns and maintains Coast Highway and Laguna Canyon Road, including all of the traffic signals. There are no planned additional routes within the City of Laguna Beach.





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

Therets HA

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

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

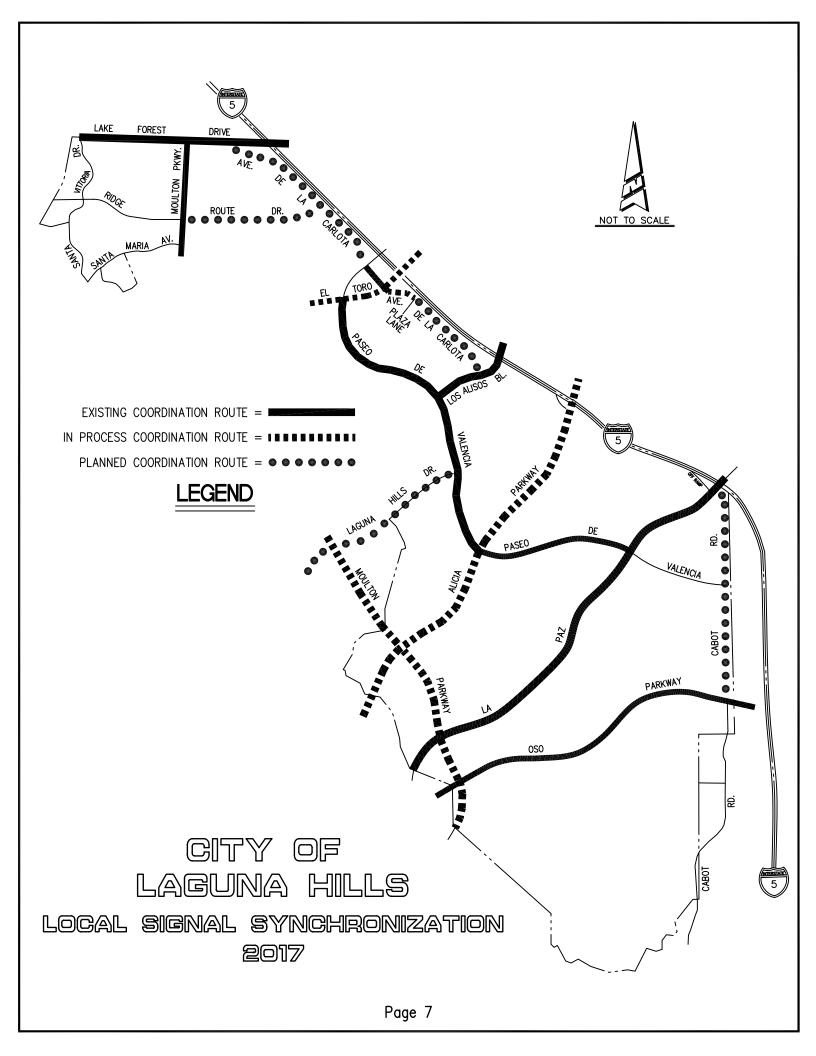
Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

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.

Henrets HA field	June 7, 2017	
Signature	 Date	

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





30111 Crown Valley Parkway • Laguna Niguel, California 92677 Phone: 949•362•4337 Fax: 949•362•4385

June 22, 2017

Mayor Jerry Slusiewicz
Mayor Pro Tem Fred Minagar
Council Member Laurie Davies
Council Member Elaine Gennawey
Council Member John Mark Jennings

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

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

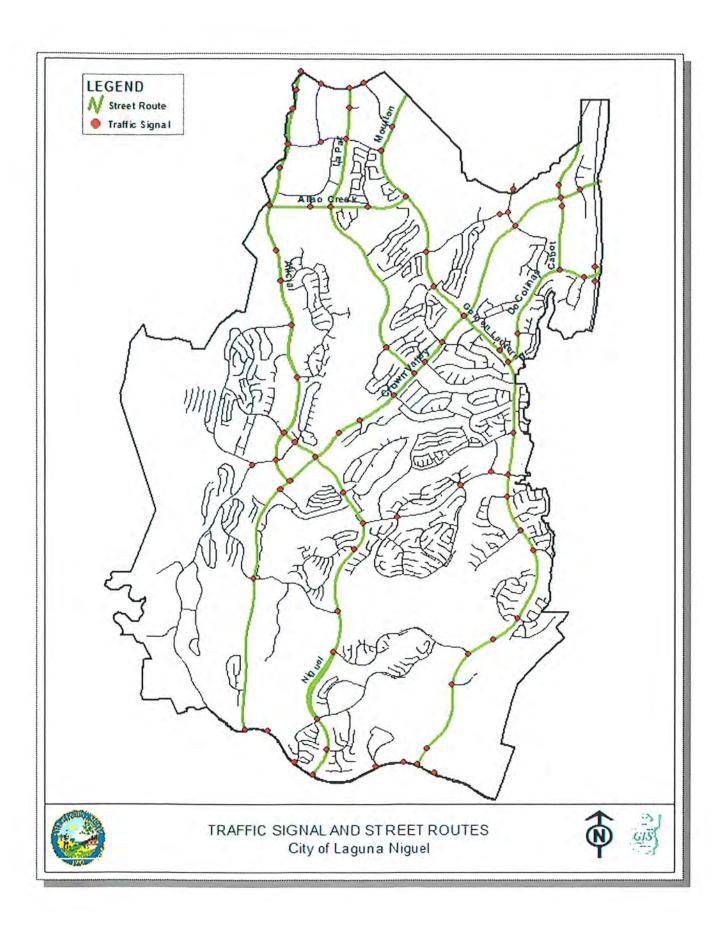
Complete the table below:

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	
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





CITY of LAGUNA WOODS

Shari L. Horne Mayor

June 30, 2017

Carol Moore Mayor Pro Tem

Cynthia Conners

Orange County Transportation Authority

ATTN: Anup Kulkarni

Regional Modeling and Traffic Operations

Councilmember Planning Division P.O. Box 14184 Noel Hatch

Orange, CA 92863-1584

Councilmember Joe Rainey

Councilmember

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

Christopher Macon City Manager

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 Hindiveh

City Engineer/City Traffic Engineer

Enclosures

A. Local Signal Synchronization Plan Consistency Review Checklist

B. Local Signal Synchronization Plan

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.

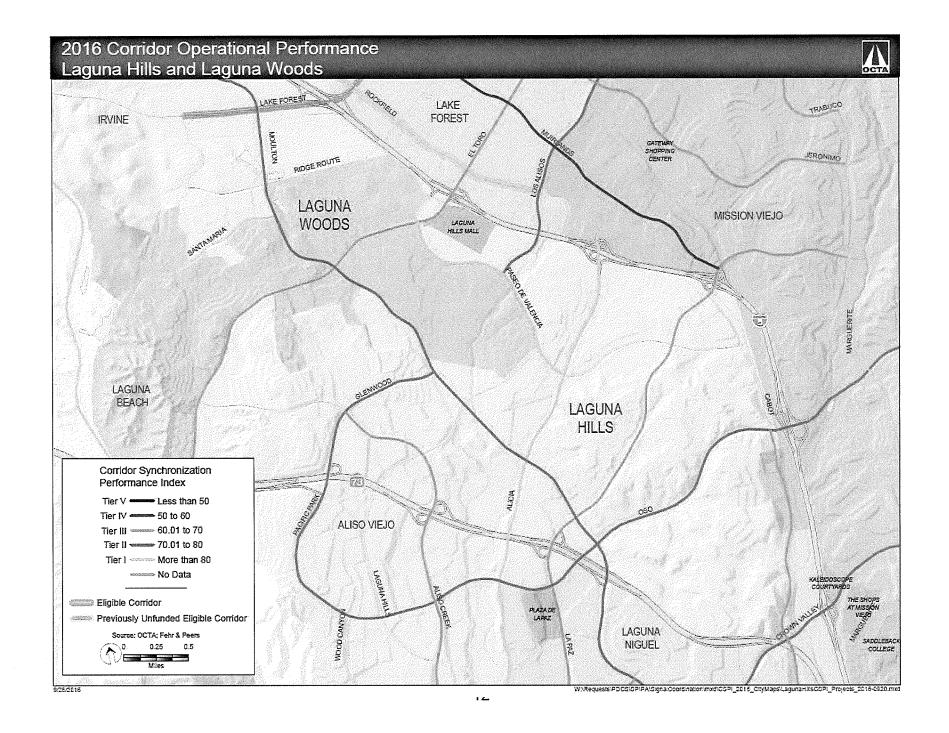
Signature

Date

M. Akram Hindiyeh,

City Engineer, City Traffic Engineer

City of 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





www.lakeforestca.gov

The Local Agency Name: <u>CITY OF LAKE FOREST</u> Plan Date: <u>JUNE 30, 2017</u>

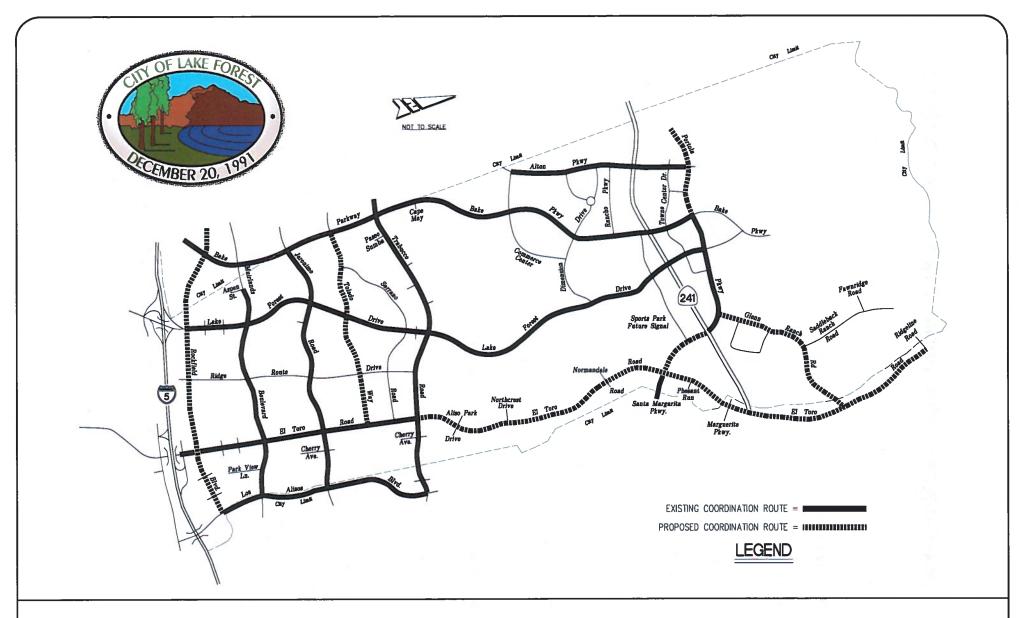
Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

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.

ature Da

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



LOCAL SIGNAL SYNCHRONIZATION MAP 2017



Los Alamitos California

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

Turbell

B. Local Signal Synchronization Plan

The Local Agency Name: <u>CITY OF LOS ALAMITOS</u> Plan Date: <u>June 30, 2017</u>

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
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
Traffic signal synchronization street routes are identified	5-7	Provided
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.

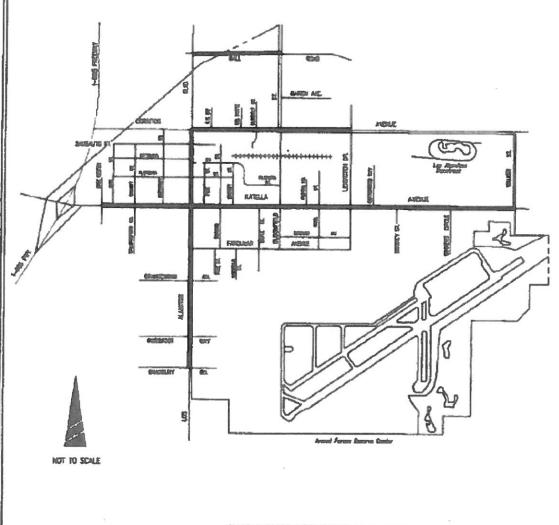
Farhad Iranitalab, City Traffic Engineer

City of Los Alamitos

Printed Name, Title, & Local Agency

6/22/17

CITY OF LOS ALAMITOS 2017 TRAFFIC SIGNAL SYNCHRONIZATION MAP



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

Mr. Anup Kulkarni ATTACHMENT B
Orange County Transportation Authority (OCTA)

Local Signal Synchronization Plan Update as Part of Measure M2 Eligibility Process

LOCAL SIGNAL SYNCHRONIZATION PLAN CONSISTENCY REVIEW CHECKLIST

The Local Agency Name: _	City of Mission Viejo	Plan Date:	June 30, 2017
9	t a copy of the Local Signal Synchro pporting documentation. Complete the	·	a completed consistency

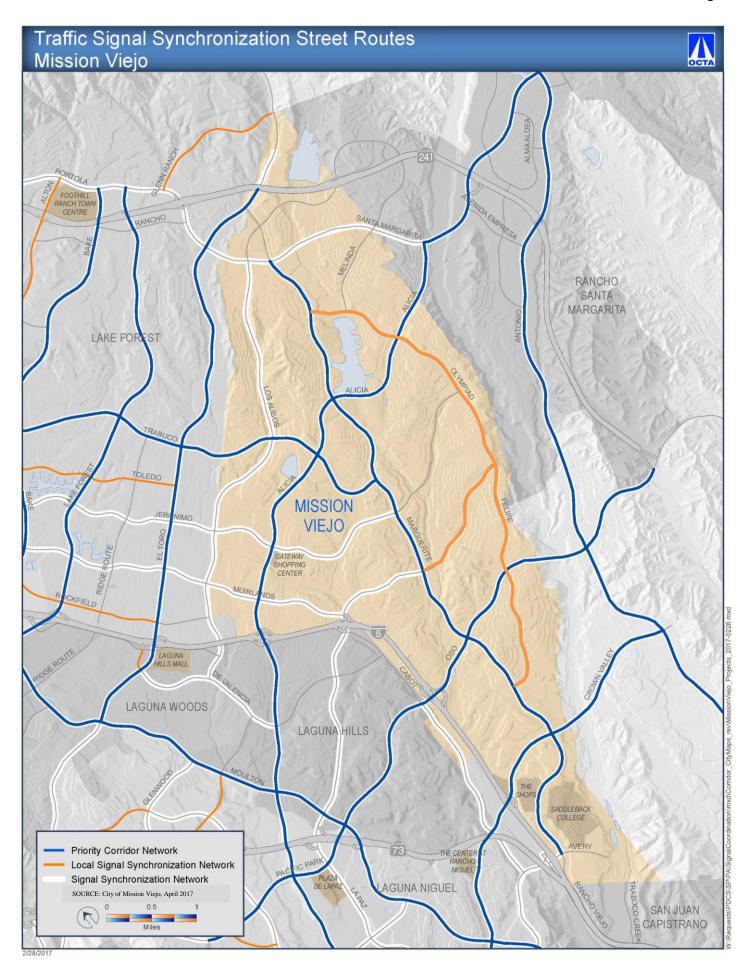
Complete the table below:

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

<u>Philip Nitollama, Traffic Engineer, City of Mission Viejo</u> Printed Name, Title, & Local Agency





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,

David A. Webb

Public Works Director

Enclosures

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

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.

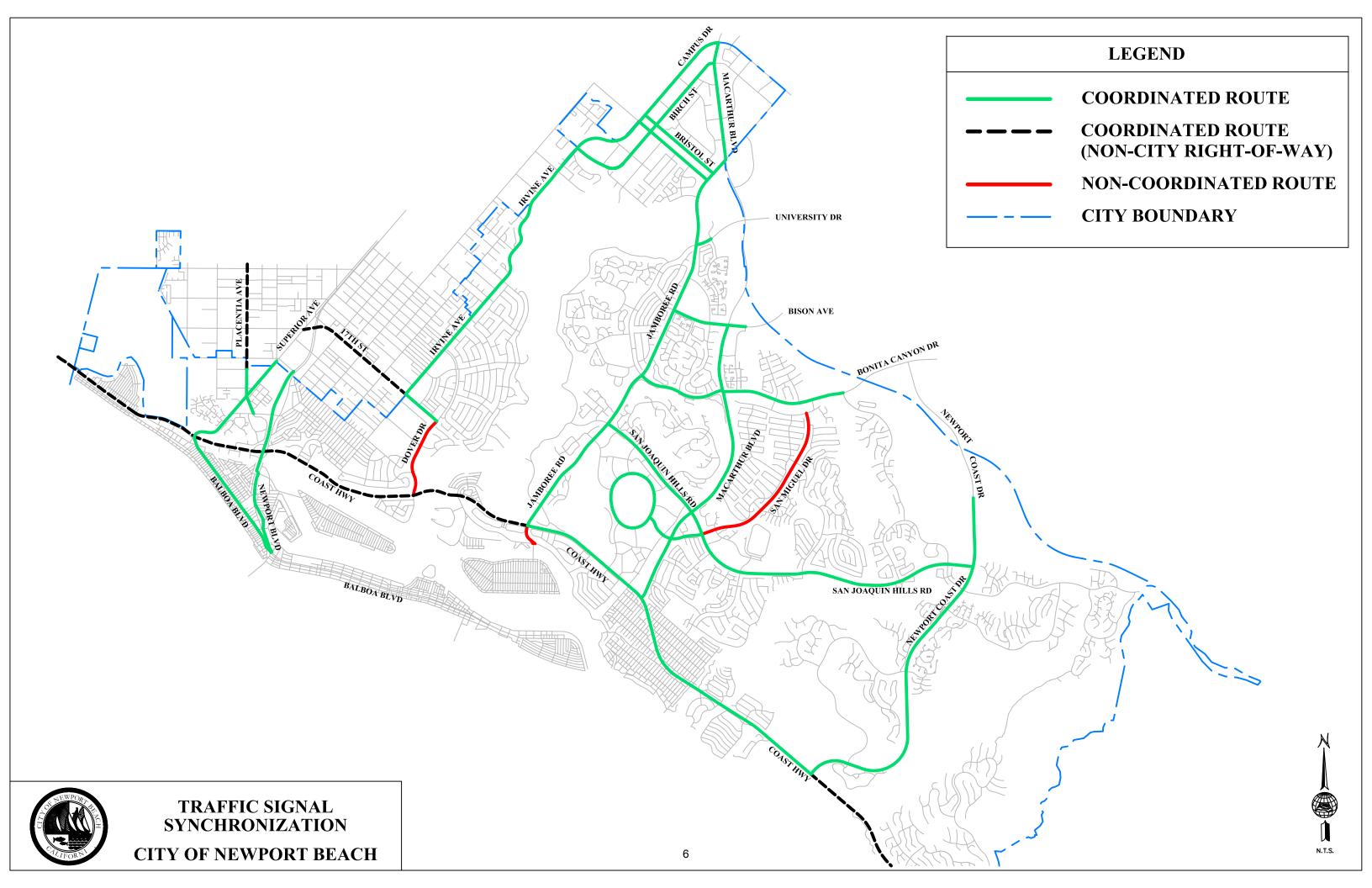
Complete the table below:

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 kr	nowledge.
David / John	6-5-17
Signature	Date

David Webb, Public Works Director, City of Newport Beach

Printed Name, Title, & Local Agency





CITY OF ORANGE

PUBLIC WORKS DEPARTMENT

www.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.
- 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

The Local Agency Name:	City of Orange	Plan Date: June 2017
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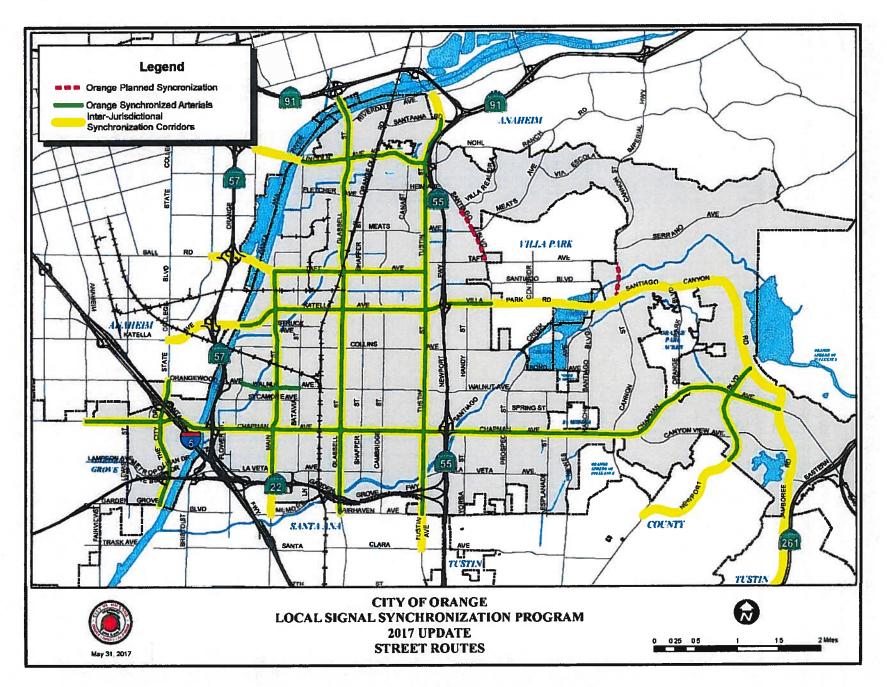
Local agencies must submit a copy of the Local Signal Synchronization Plan, a completed consistency review checklist, and any supporting documentation.

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.

SAM	6-22-2017
Signatule	Date

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



Page 8 of 22

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.

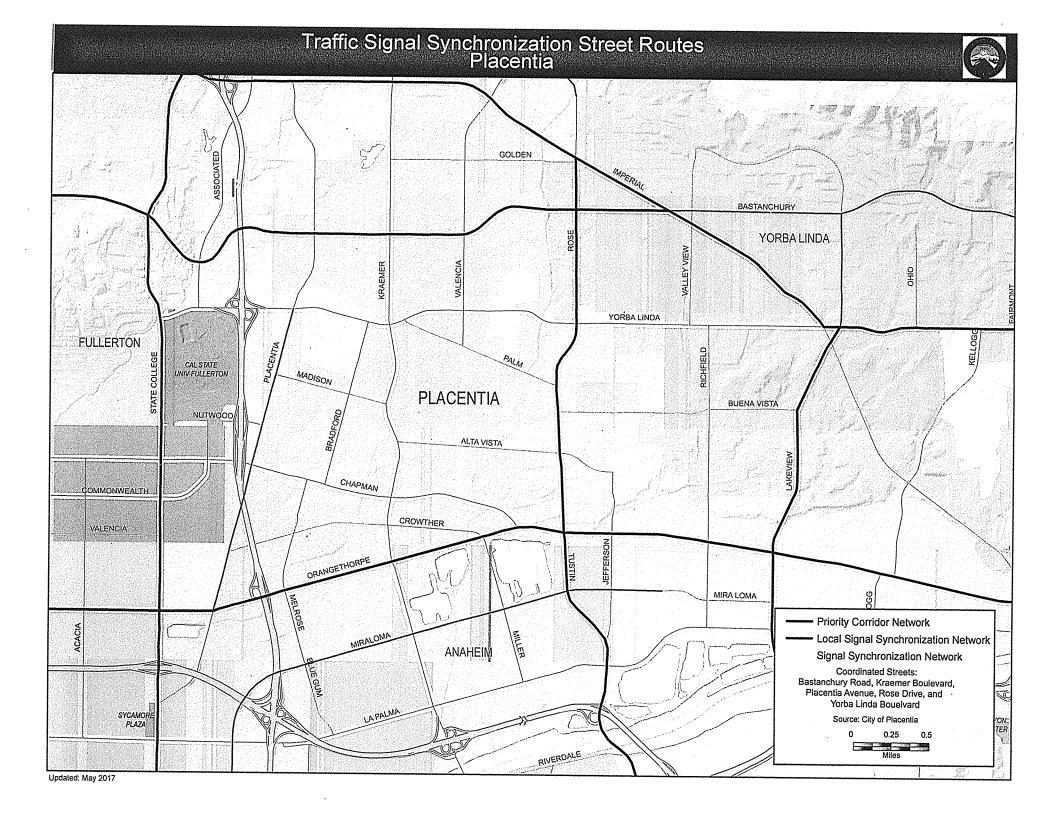
Director of Public Works

Enclosures

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

n Date: <u>June :</u> /nchronization	
nchronization/	
Complete the	Plan, a completed table below.
Page(s) in LSSP	Provided or N/A
Pages: 1-2	Provided
Pages: 3-4	Provided
Pages: 5-7	Provided
Pages: 8-11	Provided
Pages: 12-15	Provided
ledge. June, 30, 201	7
	Page(s) in LSSP Pages: 1-2 Pages: 3-4 Pages: 5-7 Pages: 8-11 Pages: 12-15

Date <u>Luis Estevez, Director of Public Works, City of Placentia</u> Printed Name, Title, & Local Agency





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

The Local Agency Name: <u>City of Rancho Santa Margarita</u> Plan Date: <u>June 30, 2017</u>

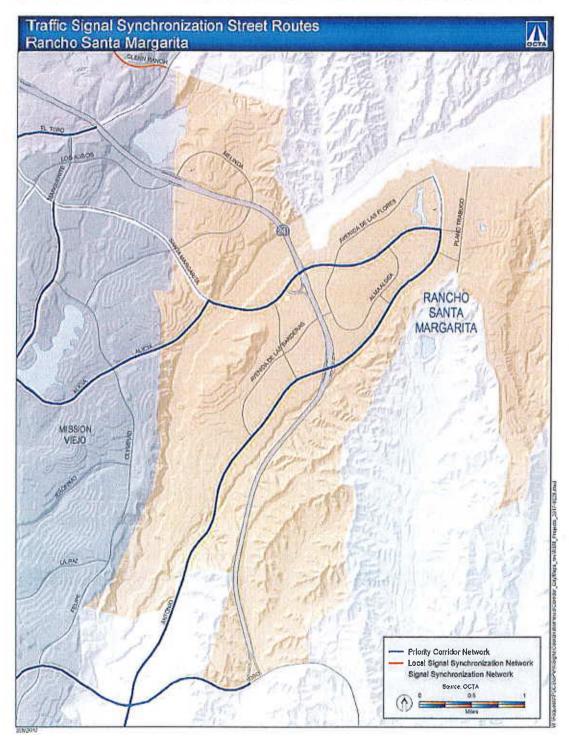
Local Agency Statement	Page(s) in LSSP	Provided or N/A
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may 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.

6/28/17
Signature Date

E. (Max) Maximous, Public Works Director / City Engineer, City of Rancho Santa Margarita

EXHIBIT A
REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION ROUTES





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

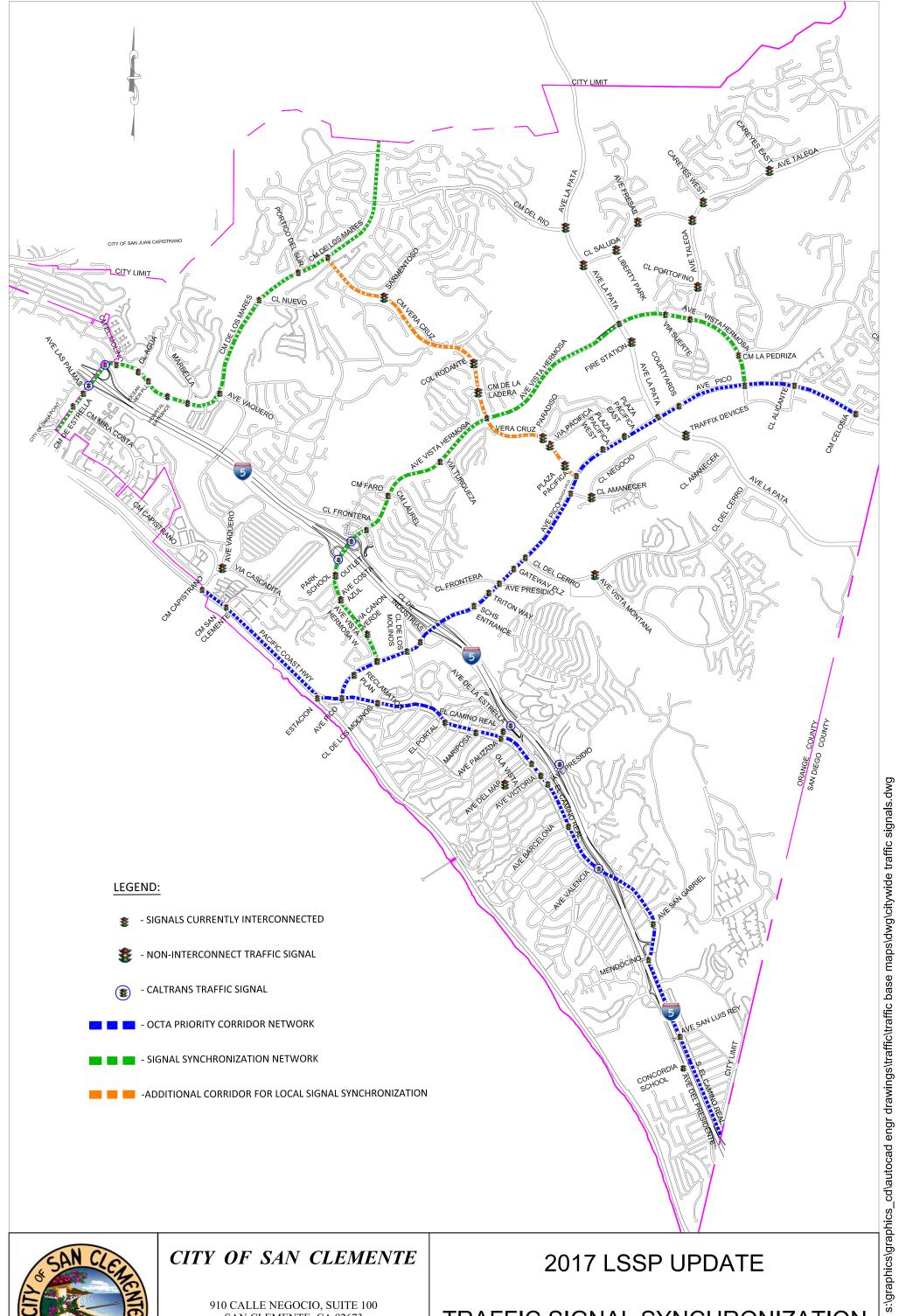
The Local Agency Name: <u>City of San Clemente</u> Plan Date: <u>May 12, 2017</u>

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
 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
Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	Page 6	Provided
Traffic signal inventory for all traffic signal synchronization street routes.	Pages 8-10	Provided
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
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.

Thomas Frank
Transportation Engineering Manager
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

Page 6 of 20

32400 PASEO ADELANTO SAN JUAN CAPISTRANO, CA 92675 (949) 493-1171 (949) 493-1053 FAX

www.sanjuancapistrano.org

June 26, 2017



MEMBERS OF THE CITY COUNCIL

SERGIO FARIAS KERRY K. FERGUSON BRIAN L. MARYOTT PAM PATTERSON, ESQ. **DEREK REEVE**

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,

Lenge albay
George Alvarez, P.E.

City Engineer

Enclosures:

A. Local Signal Synchronization Plan Consistency Review Checklist

B. Local Signal Synchronization Plan

The Local Agency Name: <u>CITY OF SAN JUAN CAPISTRANO</u> Plan Date: <u>JUNE 30, 2017</u>

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

George Alvarez, P.E., City Engineer, City of San Juan Capistrano

6/21/19

Printed Name, Title, & Local Agency

CITY OF SAN JUAN CAPISTRANO LOCAL SIGNAL SYNCHRONIZATION 2017 EXISTING COORDINATION ROUTE = ■ PROPOSED COORDINATION ROUTE = • PROPOSED CALTRANS COORDINATION ROUTE = ---CITY OF DANA POINT **LEGEND** Page 8

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Michele Martinez
COUNCILMEMBERS
P. David Benavides
Vicente Sarmiento
Jose Solorio
Sal Tinajero
Juan Villegas



www.santa-ana.org

INTERIM CITY MANAGER Cynthia J. Kurtz CITY ATTORNEY Sonia R. Carvalho CLERK OF THE COUNCIL Maria D. Huizar

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

Taig Higgins

Transportation/Development Manager

Enclosures

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

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	3-4	Yes
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) 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.

| 6/28/17 | Date

<u>Cesar Rodriguez, Acting Sr. Civil Engineer – City of Santa Ana, PWA</u> Printed Name, Title



City of Seal Beach



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.
- 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

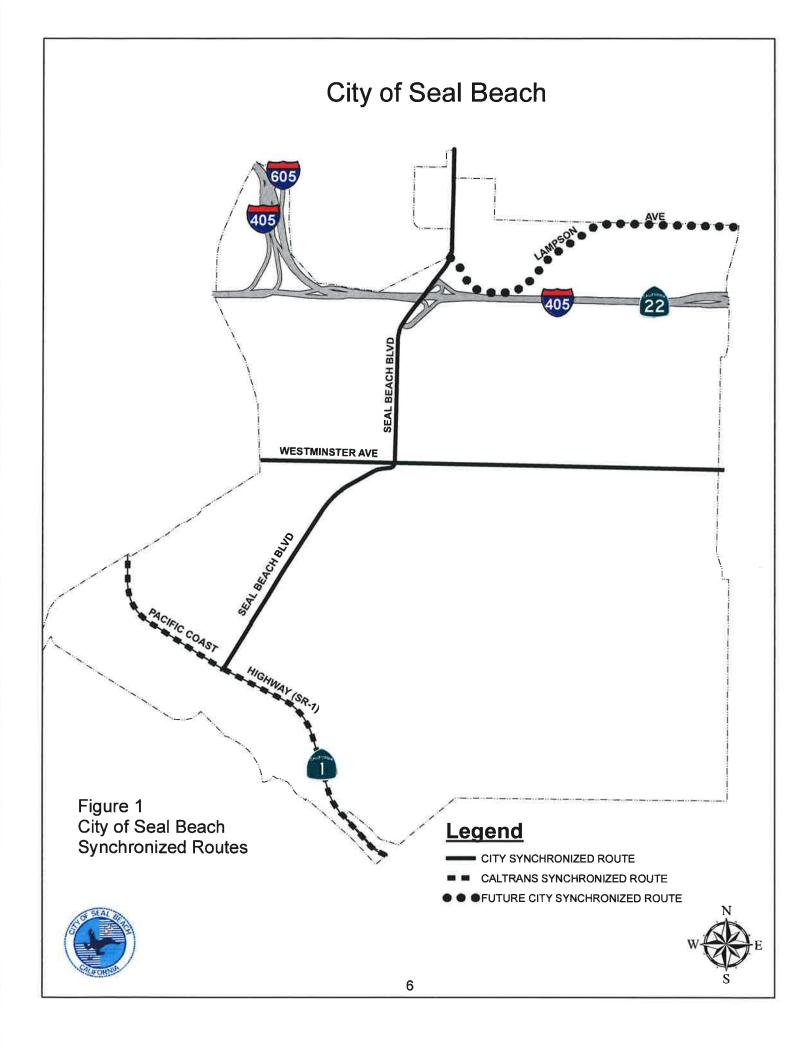
- A. Local Signal Synchronization Plan Consistency Review Checklist
- B. Local Signal Synchronization Plan

The Local Agency Name:	City of Seal Beach	Plan Date:	June 13, 2017
	mit a copy of the Local Signal ist, and any supporting documen		

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 know	ledge.
7.52	6/13/17
Signature	Date
David Spitz, P.E., QSD, Associate Engineer, City of Seal Beach	
Printed Name, Title, & Local Agency	





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



The Local Agency Name: <u>CITY OF STANTON</u> Plan Date: <u>JUNE 30, 2017</u>

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

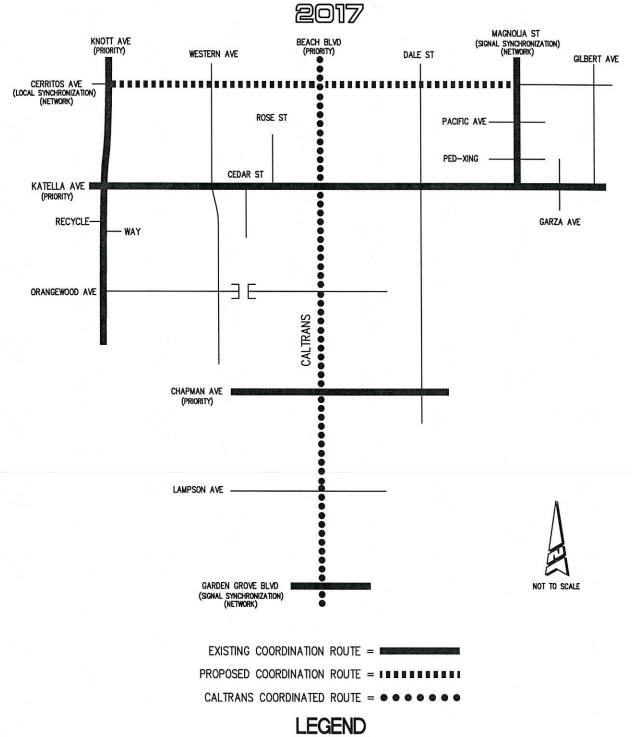
I certify that the above statements	s are true to the best of my k	nowledge.	
Signature		Date	

Allan Rigg, PE, AICP, Public Works Director/City Engineer, City of Stanton Printed Name, Title, & Local Agency



CITY OF STANTON

LOCAL SIGNAL SYNCHRONIZATION



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

The Local Ag	ency Name: <u>City of Tustin</u>	_Plan Date:	<u>June 30, 2017</u>
•	es must submit a copy of the Local Signal eview checklist, and any supporting docum	•	
Check the ap	propriate:		
	Adopting an initial plan		
X_	Updating or maintaining a previously adop previous plan adoption/revision date:	ted plan; June 23, 20	

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	Pages	
traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	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.

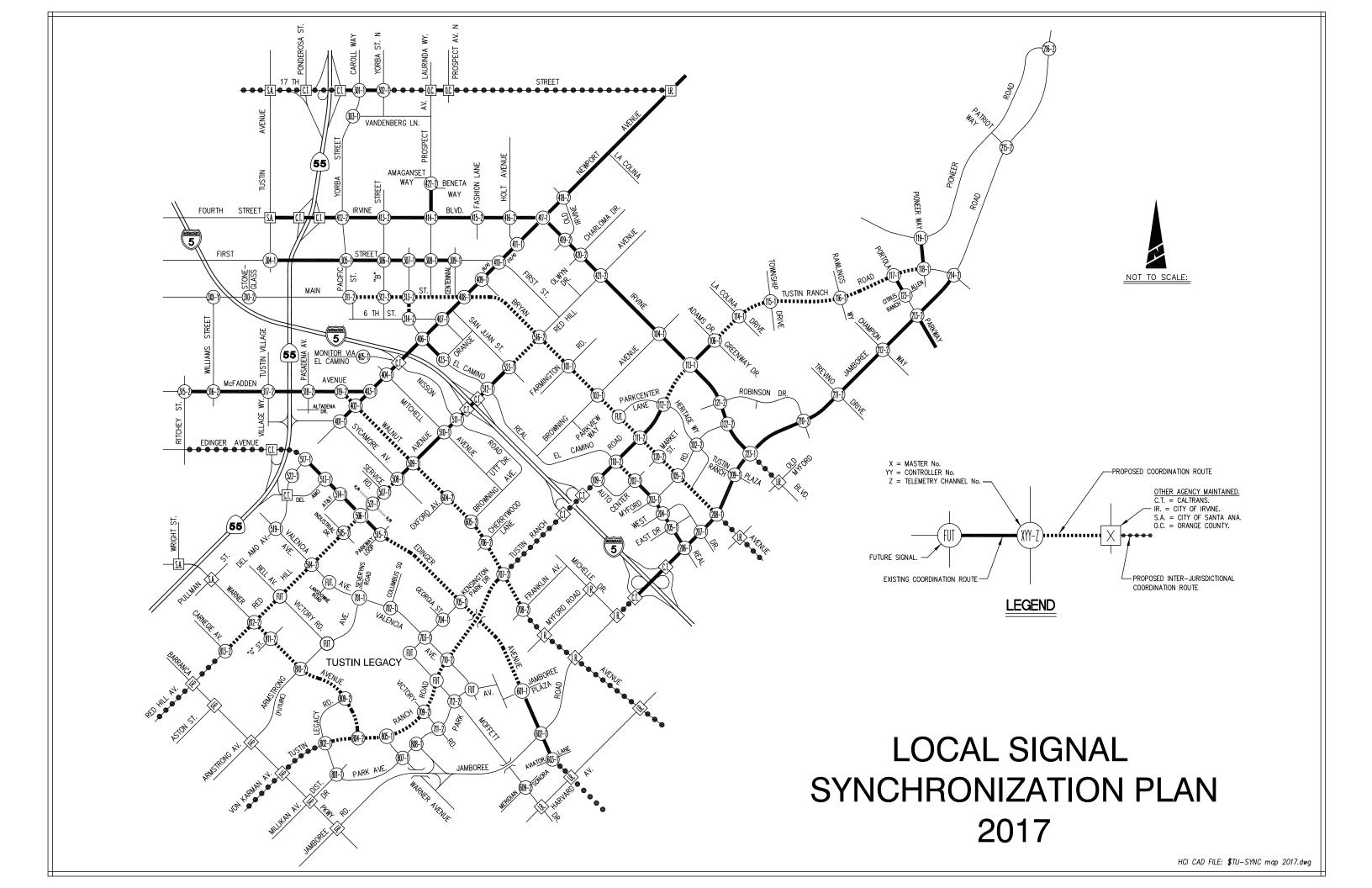
Signature

Date

Douglas \$. Stack, P.E.

Director of Public Works/City Engineer

City of Tustin, CA



(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:

- 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

The Local Agency Name: <u>City of Villa Park</u> Plan Date: <u>June 12, 2017</u>

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:

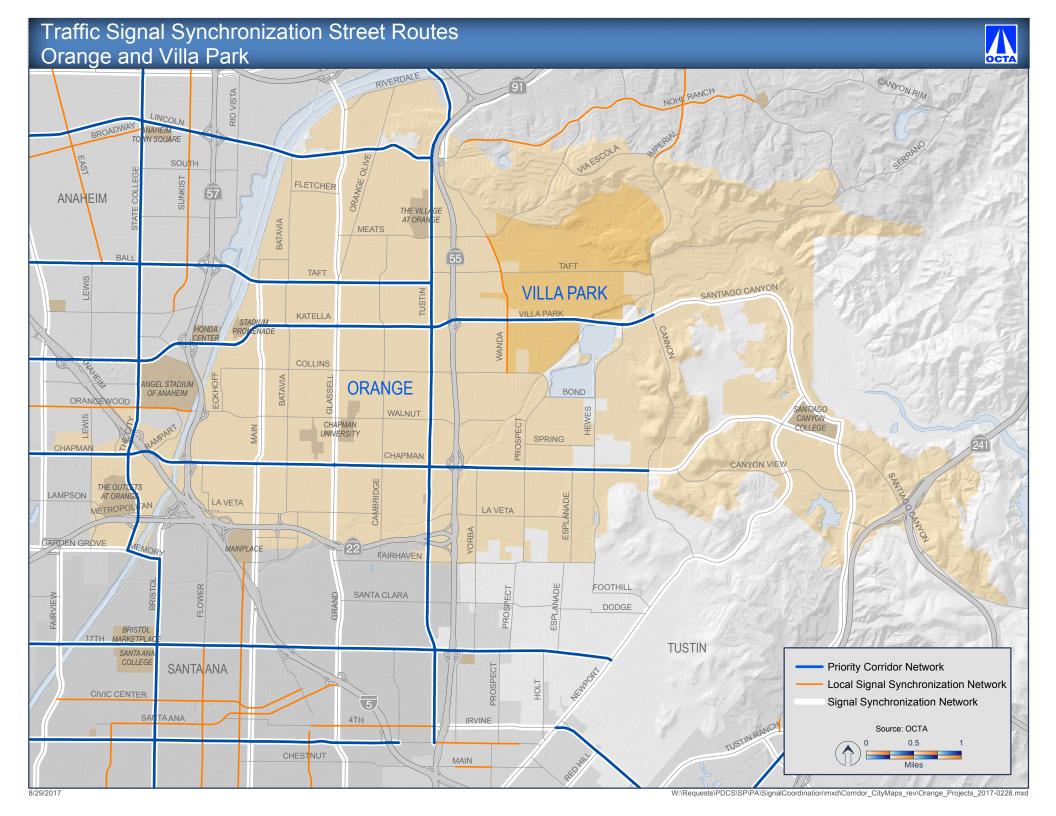
Local Agency Statement	Page(s) in LSSP	Yes - No
1) Signal synchronization goals of the agency are consistent with those outlined as part of the Regional Traffic Signal Synchronization Master Plan. Include information on how the traffic signal synchronization street routes and traffic signals may be coordinated with traffic signals on the street routes in adjoining jurisdictions.	2	Provided
Traffic signal synchronization street routes are identified, including all corridors along the regional signal synchronization network located within the local agency.	3	Provided
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.

Signature

Date

M. Akram Hindiyeh, City Engineer, City Traffic Engineer City of Villa Park





City of Westminster

8200 Westminster Boulevard, Westminster, CA 92683 714.898.3311 www.westminster-ca.gov

TRI TA Mayor

TYLER DIEP Vice Mayor

SERGIO CONTRERAS Council Member

KIMBERLY HO Council Member

MARGIE L. RICE Council Member

EDDIE MANFRO City Manager

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 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 City Traffic Engineer

Enclosures

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

The Local Agency Name: City of Westminster	Plan Date: _	5-10-17
Local agencies must submit a copy of the Local Signal S consistency review checklist, and any supporting documentar	•	

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.

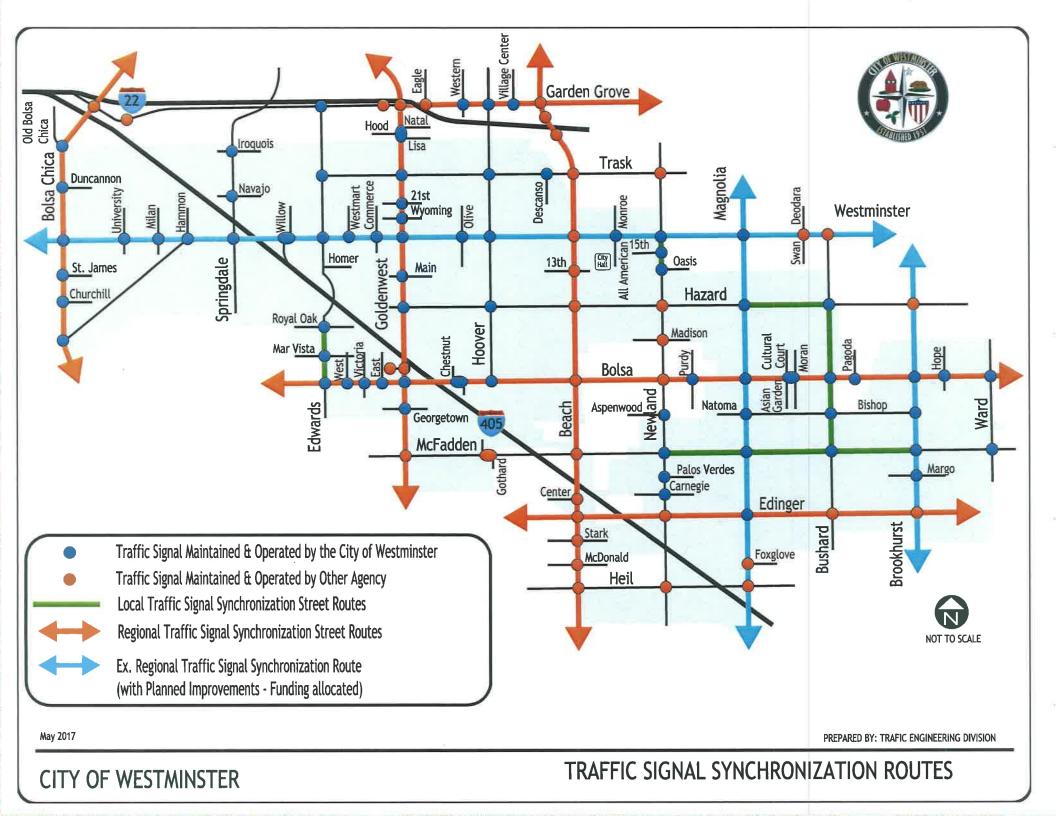
V 000x L-	
Actorial Dalla	5-10-17
Adolfo Ozaeta, P.E., T.E., City Traffic Engineer	Date

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, TECHOE Traffic Engineering Manager

Enclosures:

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

The Local Agency Name: CITY OF YORBA LINDA Plan Date: JUNE 30, 2017

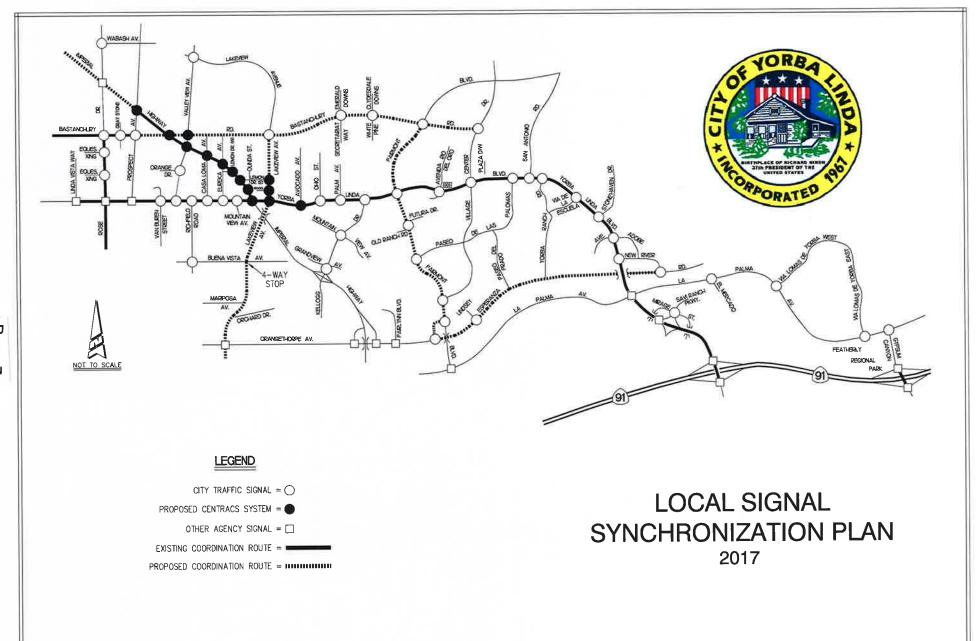
Local agencies must submit a copy of their Local Signal Synchronization Plan, and any supporting documentation, including a completed consistency review checklist below.

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.

M C . W 5/25/17
Signature Date

MICHAEL L. WOLFE, P.E., DIRECTOR OF PUBLIC WORKS/CITY ENGINEER Printed Name, Title





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 requiremen
County of Orange		Fee schedule provided			Meets requiremen
Cypress		Fee schedule provided	Resolution provided		Meets requiremen
Dana Point			Resolution provided		Meets requiremen
Fountain Valley			Council policy provided		Meets requiremen
Fullerton		Fee schedule provided	Policy and Reso		Meets requiremen
Garden Grove	Fee study provided	Fee schedule provided	Resolution provided		Meets requiremen
Huntington Beach	Fee study provided	Fee schedule provided	Resolution provided		Meets requiremen
Irvine		Fee schedule provided	Municipal Code provided		Meets requiremen
La Habra		Fee schedule provided	Ordinance provided		Meets requiremen
La Palma	Fee study provided		Resolution provided		Meets requiremen
Laguna Beach				Municipal Code letter	Meets requiremen
Laguna Hills	Fee study provided		Municipal Code w/fee		Meets requiremen
Laguna Niguel	5.00	Fee schedule provided			Meets requiremen
Laguna Woods		Fee schedule provided			Meets requiremen
Lake Forest	Fee study provided		Ordinance w/Fee		Meets requiremen
Los Alamitos		Fee schedule provided	Program Provided		Meets requiremen
Mission Viejo		Fee schedule provided			Meets requiremen
Newport Beach		Fee schedule provided			Meets requiremen
Orange		Fee schedule provided			Meets requiremen
Placentia			Resolution provided		Meets requiremen
Rancho Santa Margarita	Fee study provided	Fee schedule provided	Resolution provided		Meets requiremen
San Clemente	Fee study provided		Resolution provided		Meets requiremen
San Juan Capistrano		Fee schedule provided	Resolution provided		Meets requiremen
Santa Ana		Fee schedule provided			Meets requirement
Seal Beach		Fee schedule provided			Meets requirement
Stanton	Fee study provided		Ordinance provided		Meets requireme
Tustin		Fee schedule provided			Meets requireme
Villa Park				Municipal Code letter	Meets requireme
Westminster	Fee study provided	Fee schedule provided	Resolution provided		Meets requireme
Yorba Linda	Fee study provided		Resolution provided		Meets requireme

lcertify 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