

# AER Subcommittee Meeting September 28, 2021



## **Table of Contents**

- 1. Agenda September 28, 2021
- 2. AER Subcommittee Meeting Minutes March 25, 2021
- 3. PowerPoint Presentation
- **4.** Congestion Management Program Review Summary
- **5.** Congestion Management Program Checklists
- 6. Mitigation Fee Program Review Summary
- 7. Pavement Management Plan Review Summary
- 8. Pavement Management Plan Certifications
- 9. AER Subcommittee Checklist



# Agenda – September 28, 2021





## Annual Eligibility Review Subcommittee

<b>Committee Members</b>		Orange County Transportation Authority
Douglas Gillen	District 1	550 South Main Street
Andrew Ramirez	District 1	Orange, California
Joseph McCarthy	District 3	September 28, 2021 at 5:30 p.m.
Douglas Anderson	District 5	
Shannon O'Toole	District 5	

#### Staff

Alice Rogan Director, External Affairs

Adriann Cardoso
Christina Byrne
Harry Thomas
Joseph Alcock
Gregory Nord
Department Manager, Capital Programming
Department Manager, Public Outreach
Project Manager, Strategic Planning
Section Manager, M2 Local Programs
Section Manager, Transportation Planning

Jared Hill Community Relations Specialist, Public Outreach
Kelsey Imler Transportation Funding Analyst, M2 Local Programs

Paul Rodriguez Rodriguez Consulting Group, Consultant

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

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended action(s) does not indicate what action(s) 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 <a href="https://www.octa.net">www.octa.net</a> or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### Guidance for Public Access to the Annual Eligibility Review Subcommittee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) staff and Annual Eligibility Review (AER) Subcommittee members and for the purposes of limiting the risk of COVID-19, in person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above referenced Executive Orders.

Instead, members of the public can view a livestream of the September 28, 2021 AER Subcommittee meeting by clicking this link: <a href="https://www.youtube.com/user/goOCTA">https://www.youtube.com/user/goOCTA</a>

Public comments may be submitted for the meeting by emailing them to publiccomments @octa.net.





## Annual Eligibility Review Subcommittee

If you wish to comment on a specific agenda Item, please identify the Item number in your email. General public comments will be addressed during the general public comment item on the agenda and read into the record. In order to ensure that staff has the ability to provide comments to AER Subcommittee members in a timely manner, please submit public comments by 1:30 p.m. Tuesday, September 28, 2021.

#### Call to Order and Self Introductions – Joe Alcock

- 1. Selection of Annual Eligibility Review Subcommittee Chair Joe Alcock
- 2. Approval of March 25, 2021 Annual Eligibility Review Subcommittee Minutes Chair
- 3. Measure M2 Eligibility Overview Kelsey Imler
- 4. Congestion Management Program Review Gregory Nord

#### Overview

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

#### Recommendation

Affirm receipt and review of all 35 local agencies' Congestion Management Program submittals consistent with the current Measure M2 Eligibility submittal requirements.

### **5. Mitigation Fee Program** – Paul Rodriguez

#### Overview

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

#### Recommendation

Affirm receipt and review of all 35 local agencies' Mitigation Fee Program submittals consistent with the current Measure M2 Eligibility submittal requirements.

6. Pavement Management Plan (PMP) Review – Harry Thomas/Paul Rodriguez

### **Overview**

All local agencies in Orange County are required to submit and adopt a Pavement Management Plan report biennially in order to remain eligible to receive Measure M2 net revenues. The Pavement Management Plan includes the current and projected status of pavement on roads, a plan for road maintenance and rehabilitation, and alternative strategies and (costs) necessary to improve road pavement conditions. There are 14 Pavement Management Plans that will be reviewed as part of the fiscal year 2021-22 Measure M2 Eligibility cycle. The remaining 21 local agencies were reviewed by the Annual Eligibility Review Subcommittee and Taxpayer Oversight Committee last year and will be due in the next review cycle.





## Annual Eligibility Review Subcommittee

#### Recommendation

Affirm receipt and review of all 14 local agencies' Pavement Management Plan submittals consistent with the current Measure M2 Eligibility submittal requirements.

## 7. Eligibility Review Next Steps – Kelsey Imler

 AER Subcommittee members must complete, sign, and return AER review checklists to OCTA by Friday, October 1, 2021. OCTA will then prepare a staff report to the Taxpayers' Oversight Committee (TOC) which will include a summary of discussions and confirmation of the Subcommittee's receipt and review of applicable M2 Eligibility requirements.

## Tuesday, October 12, 2021

The AER Subcommittee's M2 Eligibility submittal review will then be presented by the AER Subcommittee Chair to the TOC meeting for affirmation of the TOC's receipt and review of applicable Measure M2 Eligibility submittal requirements.

### Monday, December 6, 2021 and December 13, 2021

Local agencies' eligibility will then be considered by the OCTA Regional Planning & Highways (RP&H) Committee on Monday, December 6, 2021 and OCTA Board of Directors on December 13, 2021, as is required for local agencies to continue receiving Measure M2 net revenues.

#### 8. Staff Comments

#### 9. Public Comments

## 10. Adjournment

The next meeting of this Subcommittee is anticipated to be held in Spring 2022 and will be scheduled at a later date.



# AER Subcommittee Meeting Minutes March 25, 2021





# Annual Eligibility Review Subcommittee March 25, 2021

<b>Voting Members Pro</b>	Staff Present:	
Steve Sloan, Chair	District 2	Sean Murdock
Douglas Gillen	District 1	Alice Rogan
Joseph McCarthy	District 3	Adrian Cardoso
Douglas Anderson	District 5	Christina Byrne
Jeffery Kaplan	District 5	Joseph Alcock
		Andrew Troxel
		Kelsey Imler
		Jared Hill

#### Call to Order and Self Introductions

The March 25, 2021 meeting of the Annual Eligibility Review (AER) Subcommittee was called to order by Chair Sloan at 5:30 p.m.

## 1. Approval of the September 23, 2020 AER Subcommittee Minutes

A motion to approve the AER Subcommittee's meeting minutes from September 23, 2020 was made by Mr. Gillen. The motion was seconded by Mr. McCarthy and was declared passed by those members present.

## 2. Measure M2 Expenditure Reports

Mr. Murdock then provided an overview of the Measure M (M2) Expenditure Report requirement. He explained that all local agencies are required to submit an annual Expenditure Report within 6 months of the end of the fiscal year (FY) in order to remain eligible to receive M2 net revenues. He also stated that M2 Expenditure Reports account for M2 net revenues, developer/traffic impact fees, and funds expended to satisfy M2 Maintenance of Effort (MOE) requirements.

Mr. Murdock added that M2 Expenditure Reports also typically include fund balances, interest accrued, and identification of expenditures by M2 program. He also noted that local agency Finance Directors are required to sign Expenditure Reports and further stated that each local agency is required to take their respective M2 Expenditure Report to their city council for adoption.

Next, Mr. Murdock announced that due to the financial impacts of the coronavirus (COVID-19), the M2 MOE requirement was modified by the Orange County Transportation Authority's (OCTA) Board of Directors (Board) for FY 2019-20. He stated that the OCTA Board's modification involved allowing OCTA to accept MOE expenditures, as reported, as meeting the MOE requirement, even if reported expenditures were below the local agencies' specified MOE benchmark amount.

Mr. Murdock then provided an overview of OCTA's process for reviewing M2 Expenditure Reports and proceeded summarize each local agencies' M2 Expenditure Report, including identifying any pertinent issues and/or audit findings.

Mr. McCarthy inquired about the length of time that local agencies have to expend M2 funds.

Mr. Murdock replied that M2 funds have a three-year time limit with the possibility of a two-year extension for a total of five years, if approved by the OCTA Board through the M2 semi-annual review process.

Mr. McCarthy then asked what typically causes a local agency to be found ineligible for M2 funds.

March 25, 2021 AER Subcommittee Minutes





# Annual Eligibility Review Subcommittee March 25, 2021

Mr. Murdock replied that generally there are two ways that local agencies are found ineligible to receive M2 funds. Either they misuse M2 funds or they do not meet their MOE benchmark requirement.

Mr. Anderson then asked why the City of Newport Beach's (City) indirect costs were so high.

Mr. Murdock replied that he was unsure but stated that he believed the City outsourced a lot of its street and road maintenance work which were likely reflected as indirect costs.

Next, Mr. Kaplan asked if Subcommittee members should sign off on Laguna Hills' and Placentia's Expenditure Reports (on the AER Review Checklists) or if they should wait until those local agencies' audit findings have been resolved.

Mr. Murdock stated that if the Subcommittee members felt comfortable, they could sign the AER Review Checklist. He also stated that OCTA would be following up with both agencies to ensure that all required information is submitted.

Mr. Gillen then made a motion to affirm receipt and review of FY 2019-20 M2 Expenditure Reports for all Orange County local agencies. The motion was seconded by Mr. Anderson and was declared passed by those members present.

### 3. Eligibility Review Next Steps

Ms. Imler then requested that Subcommittee members complete their AER Review Checklists and return them to OCTA by April 1, 2021.

Ms. Imler also stated that OCTA would be preparing a staff report for the April 13, 2021 Taxpayers' Oversight Committee (TOC) meeting, which would include a summary of this meeting and confirmation of the Subcommittee's affirmation of receipt and review of all local agencies' M2 Expenditure Reports.

Ms. Imler concluded by noting that after the TOC completes its receipt and review process, that M2 Expenditure Reports will be advanced by staff to the OCTA Regional Planning & Highways Committee on June 7, 2021 and OCTA Board of Directors on June 14, 2021 for final approval, thereby completing M2 eligibility review efforts for this cycle.

#### 4. Staff Comments

There were no staff comments.

#### 5. Public Comments

There were no public comments.

#### 6. Adjournment

Ms. Imler stated that the next AER Subcommittee meeting would be scheduled at a later date in the Fall of 2021.

A motion to adjourn was made by Mr. Gillen. The motion was seconded by Mr. McCarthy and was declared passed by those members present.

The meeting adjourned at 6:55pm with no further discussion.

March 25, 2021 AER Subcommittee Minutes



## **PowerPoint Presentation**

# ANNUAL ELIGIBILITY REVIEW (AER) SUBCOMMITTEE

**SEPTEMBER 28, 2021** 



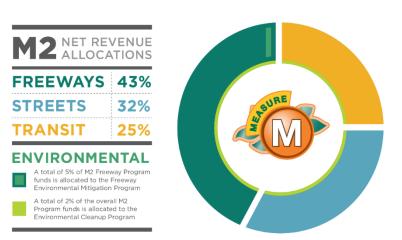
# MEASURE M2 ELIGIBILITY OVERVIEW

**KELSEY IMLER** 



## **ELIGIBILITY OVERVIEW**

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



## AER SUBCOMMITTEE RESPONSIBILITIES

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



## OTHER ELIGIBILITY REQUIREMENTS

- Remaining eligibility requirements reviewed by OCTA staff:
  - Capital Improvement Program
  - Circulation Element in General Plan consistent with Master Plan of Arterial Highways (MPAH)
  - Maintenance of Effort requirements
  - M2 is not used to supplant developer funding
  - M2 Competitive Program Project Final Report within six months following completion
  - Timely Use of Funds limit
  - Traffic Forums to facilitate the planning of traffic synchronization programs/projects
  - 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 2021
  - 2. Pavement Management Plans (PMP) September 2021
  - 3. Mitigation Fee Program (MFP) September 2021
  - 4. Expenditure Reports March 2022
  - 5. Local Signal Synchronization Plan (LSSP) September 2023



# CONGESTION MANAGEMENT PROGRAM REVIEW

**GREGORY NORD** 



# CONGESTION MANAGEMENT PROGRAM (CMP)

## Purpose & Need

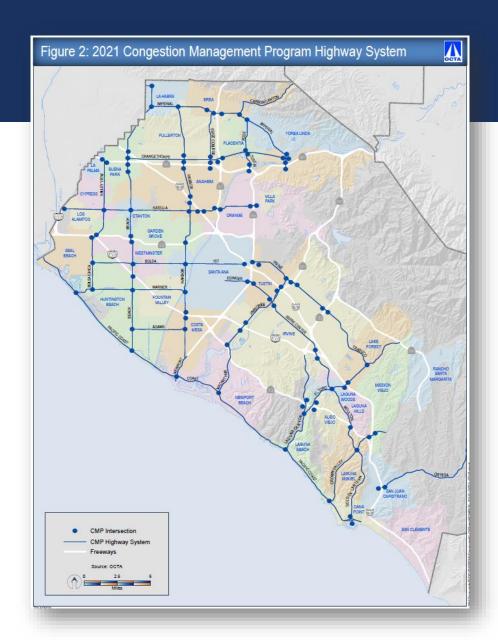
- M2 Eligibility Requirement: Comply with the conditions and requirements of the Orange County Congestion Management Program (CMP)
- Required by State legislation (CA Gov. Code 65088-65089.10)
- Helps meet Federal reporting requirements (§ 450.320)

## **OCTA ROLES & RESPONSIBILITIES**

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

# CMP HIGHWAY SYSTEM

State highways and Smart Street Network



## **CMP**

## **Required Elements**

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

## Program Monitoring

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

# 2021 CONFORMANCE

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

#### 2021 Congestion Management Program **Summary of Compliance**

	Capital Improvement	Deficiency	Land	Level of	2021
Jurisdiction	Program	Plan	Use	Service	Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes
*No CMP intersections within juriso	diction				

# MITIGATION FEE PROGRAM REVIEW

PAUL RODRIGUEZ



# MITIGATION FEE PROGRAM (MFP)

## **ELIGIBILITY REQUIREMENT**

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

## **OCTA ROLES & RESPONSIBILITIES**

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



# 2021 CONFORMANCE

#### FY2021/2022 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Aliso Viejo	Adopted		Fee worksheet provided	Development Agreements		Meets Requirement
Anaheim	Adopted		Fee schedule provided			Meets Requirement
Brea	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Buena Park	Adopted		Fee schedule provided			Meets Requirement
Costa Mesa	Adopted		Fee schedule provided			Meets Requirement
County of Orange	Adopted		Fee schedule provided			Meets Requirement
Cypress	Adopted		Fee schedule provided			Meets Requirement
Dana Point	Adopted	Feasibility Srudy		Ordinance provided		Meets Requirement
Fountain Valley	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Fullerton	Adopted		Fee schedule provided	Policy and Reso		Meets Requirement
Garden Grove	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Huntington Beach	Adopted	Nexus Study	Fee schedule provided	Resolution provided		Meets Requirement
Irvine	Adopted	Nexus Study Excerpt	Fee schedule provided	Municipal Code		Meets Requirement
La Habra	Adopted		Fee schedule provided	Ordinance provided		Meets Requirement
La Palma	Adopted			General Plan/Ordinance		Meets Requirement
Laguna Beach	Adopted				Municipal Code letter	Meets Requirement
Laguna Hills	Adopted	Fee Study		Municipal Code w/Fee		Meets Requirement
Laguna Niguel	Adopted		Fee schedule provided			Meets Requirement
Laguna Woods	Adopted		Fee schedule provided			Meets Requirement
Lake Forest	Adopted	5-year Update		Ordinance w/fee		Meets Requirement
Los Alamitos	Adopted		Fee schedule provided			Meets Requirement
Mission Viejo	Adopted		Fee schedule provided			Meets Requirement
Newport Beach	Adopted		Fee schedule provided			Meets Requirement
Orange	Adopted	Update Study	Fee schedule provided	Ordinance provided		Meets Requirement

#### FY2021/2022 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Placentia	TBD			Municipal Code w/Fee		Meets Requirement
Rancho Santa Margarita	Adopted	Nexus Study	Fee schedule provided	Ordinance provided		Meets Requirement
San Clemente	Adopted	Nexus Study & amendments		Resolution provided		Meets Requirement
San Juan Capistrano	Adopted		Fee schedule provided	Resolution provided		Meets Requirement
Santa Ana	Adopted		Fee schedule provided			Meets Requirement
Seal Beach	Adopted		Fee schedule provided			Meets Requirement
Stanton	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Tustin	Adopted		Fee schedule provided			Meets Requirement
Villa Park	TBD				Municipal Code letter	Meets Requirement
Westminster	Adopted	Update Study		Resolution w/fee		Meets Requirement
Yorba Linda	Adopted			Resolution w/fee		Meets Requirement

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



Paul Rodriguez, Principal Rodriguez Consulting Group

# PAVEMENT MANAGEMENT PLAN REVIEW

PAUL RODRIGUEZ/HARRY THOMAS



# PAVEMENT MANAGEMENT PLAN (PMP)

## **ELIGIBILITY REQUIREMENT**

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

## **OCTA ROLES & RESPONSIBILITIES**

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

## **BACKGROUND**

- Orange County (OC)
  - Population: 3.2 Million
    - Third most populous
    - Second most dense
  - 35 local agencies
- Road Miles: 6,603\*
- Statewide Pavement Condition Index (PCI): 66\*
- OC PCI: 79\*



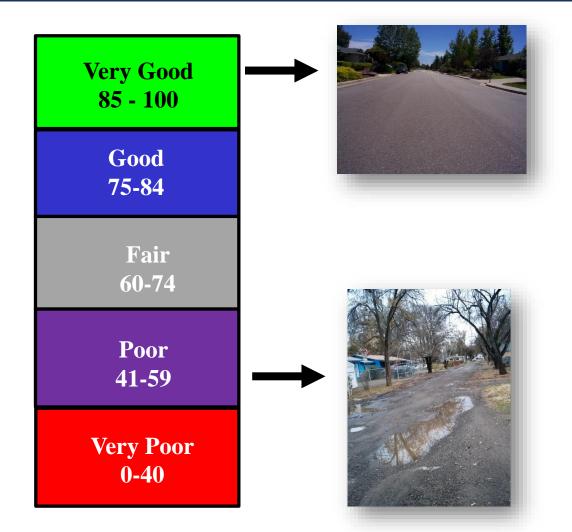
<sup>\*2020</sup> California Statewide Local Streets and Roads Needs Assessment

# PROGRAM OBJECTIVES

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



# PAVEMENT CONDITION INDEX



## **INCENTIVES**

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

# INSPECTION FREQUENCY

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

# QA/QC MODEL

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

# 2021 CONFORMANCE

## 2021 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 <sup>6</sup>	7 Years Maintain Network PCI \$ x 10 <sup>6</sup>	7 Years Improve Network PCI \$ x 10 <sup>6</sup>	Certification Form	Compliant PMP (Y or N)
Anaheim	F	F	F	F	F	F	✓	✓	✓	1	4	✓	✓	✓	4	✓	4	✓	✓	Y
Brea	G	G	G	G	G	G	✓	✓	✓	<b>✓</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
County of Orange	G	G	G	G	G	G	✓	✓	✓	4	4	✓	✓	✓	4	✓	4	✓	✓	Υ
Cypress	G	G	VG	G	G	VG	✓	✓	✓	·	✓	<b>√</b>	✓	✓	✓	✓	4	<b>√</b>	✓	Y
Dana Point	VG	VG	G	VG	VG	VG	✓	✓	✓	1	4	✓	✓	✓	4	✓	4	✓	✓	Y
Irvine	VG	G	VG	G	G	G	✓	✓	✓	·	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Habra	G	G	G	VG	G	VG	✓	✓	✓	✓	4	✓	✓	✓	✓	✓	✓	✓	✓	Υ
Lake Forest	G	F	G	F	F	G	✓	✓	✓	·	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Los Alamitos	F	Р	F	Р	VP	F	<b>✓</b>	1	✓	1	1	✓	✓	✓	✓	✓	✓	✓	✓	Υ
Newport Beach	G	G	G	G	G	G	✓	✓	✓	1	1	✓	✓	✓	✓	✓	✓	✓	✓	Y
San Clemente	G	VG	G	G	G	G	<b>✓</b>	1	1	1	1	✓	✓	✓	4	✓	4	1	✓	Υ
San Juan Capistrano	F	F	F	F	F	F	¥	<b>√</b>	✓	·	1	<b>√</b>	✓	<b>√</b>	4	✓	✓	✓	✓	Υ
Stanton	G	F	G	F	G	F	1	✓	✓	4	1	✓	✓	✓	4	1	4	✓	✓	Υ
Tustin	G	G	VG	G	G	VG	✓	✓	~	-	·	✓	<b>√</b>	<b>✓</b>	4	<b>✓</b>	·	✓	<b>✓</b>	Y

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

Acronyms						
Micro MicroPaver Pavement Management Prog						
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					
-	-					

## **NEXT STEPS**

- Complete, sign, and return AER review checklist by Friday, October 1, 2021
- October 12, 2021 Taxpayer Oversight Committee
- December 6, 2021 OCTA Regional Planning and Highways Committee
- December 13, 2021 OCTA Board of Directors



# Congestion Management Program Review Summary

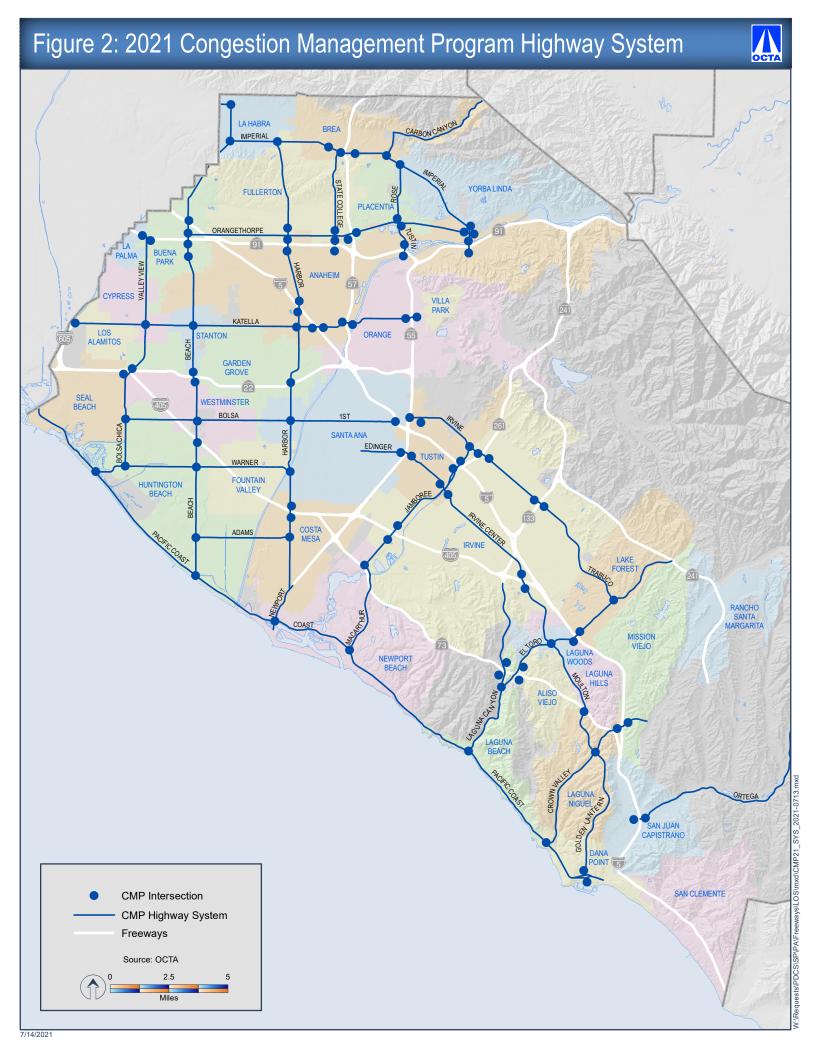
# 2021 Congestion Management Program Summary of Compliance

Jurisdiction	Capital Improvement Program	Deficiency Plan	Land Use	Level of Service	2021 Compliance
Aliso Viejo *	Yes	N/A	Yes	N/A	Yes
Anaheim	Yes	N/A	Yes	Yes	Yes
Brea	Yes	N/A	Yes	Yes	Yes
Buena Park	Yes	N/A	Yes	Yes	Yes
Costa Mesa	Yes	N/A	Yes	Yes	Yes
Cypress	Yes	N/A	Yes	Yes	Yes
Dana Point	Yes	N/A	Yes	Yes	Yes
Fountain Valley *	Yes	N/A	Yes	N/A	Yes
Fullerton	Yes	N/A	Yes	Yes	Yes
Garden Grove	Yes	N/A	Yes	Yes	Yes
Huntington Beach	Yes	N/A	Yes	Yes	Yes
Irvine	Yes	N/A	Yes	Yes	Yes
La Habra	Yes	N/A	Yes	Yes	Yes
La Palma*	Yes	N/A	Yes	N/A	Yes
Laguna Beach	Yes	N/A	Yes	Yes	Yes
Laguna Hills	Yes	N/A	Yes	Yes	Yes
Laguna Niguel	Yes	N/A	Yes	Yes	Yes
Laguna Woods	Yes	N/A	Yes	Yes	Yes
Lake Forest	Yes	N/A	Yes	Yes	Yes
Los Alamitos	Yes	N/A	Yes	Yes	Yes
Mission Viejo	Yes	N/A	Yes	Yes	Yes
Newport Beach	Yes	N/A	Yes	Yes	Yes
Orange	Yes	N/A	Yes	Yes	Yes
Placentia	Yes	N/A	Yes	Yes	Yes
Rancho Santa Margarita *	Yes	N/A	Yes	N/A	Yes
San Clemente *	Yes	N/A	Yes	N/A	Yes
San Juan Capistrano	Yes	N/A	Yes	Yes	Yes
Santa Ana	Yes	N/A	Yes	Yes	Yes
Seal Beach *	Yes	N/A	Yes	N/A	Yes
Stanton	Yes	N/A	Yes	Yes	Yes
Tustin	Yes	N/A	Yes	Yes	Yes
Villa Park *	Yes	N/A	Yes	N/A	Yes
Westminster	Yes	N/A	Yes	Yes	Yes
Yorba Linda *	Yes	N/A	Yes	N/A	Yes
County *	Yes	N/A	Yes	N/A	Yes

<sup>\*</sup>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





# Congestion Management Program Checklists



Juriso	liction:	City of Aliso Viejo				
	(	CMP Monitoring Checklist: Le	vel of Service (LC	S)		
CMP (	Checklist			YES	NO	N/A
1.	Check "Yes" if eith	ner of the following apply:		$\boxtimes$		
	There are no	CMP intersections in your jurisdiction.				
		t statutorily-exempt activities <sup>1</sup> , all CMP ir e operating at LOS E (or the baseline level, i				
	NOTE: C	ONLY THOSE AGENCIES THAT CHECKED		1 NEED 1	го	
		ANSWER THE REMAINING				
2.		those intersections that are not operating a				
	•					
	•				Г	
3.	implemented in th	ersections, if any, be improved by mitine next 18 months or improvements programg program (i.e. local jurisdiction CIP, Measu	mmed in the first year of			
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be			
Additio	onal Comments:					

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



CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO				
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	•	<del></del>		
	•	<del></del>		
	•			
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?			
	<ul> <li>i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination				
CMP	Checklist Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO				
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			s (indicate	
	•		T	
	a. Were mitigation measures and costs identified for each and included in your seven- year CIP?			
	<ul> <li>b. If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>			
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			

<sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMP	Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.					
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Addi	tional Comments:					
			,			
I cer	I certify that the information contained in this checklist is true.					
Q	uang Le Associate Engineer	0	6/1	7/21		
	Name (Print) Title Signature		Da	ate		



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

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:				
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO					
ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		$\boxtimes$	
•					
	•				
	•				
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?			$\boxtimes$	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$	
	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?			$\boxtimes$	
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?				

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



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



	CMP Monitoring Checklist: Land Use Coordination					
СМЕ	Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	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? <sup>3</sup>	$\boxtimes$				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то			
	ANSWER THE REMAINING QUESTIONS.					
3.	If so, how many?		10	R		
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			(indicate	X		
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			$\boxtimes$		
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$		
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> ?	$\boxtimes$				
Add	itional Comments:					

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMF	<sup>o</sup> Checklist	YES	NO	N/A	
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTION.	L NEED TO	0		
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			×	
Add	itional Comments:				
I certify that the information contained in this checklist is true.					
Name (Print)  CATTY ENGINEER  Signature		624 2 Da	ate		



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

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



	CMP Monitoring Checklist: Deficiency Plans						
СМ	P Checklist	YES	NO	N/A			
1.	Check "Yes" if either of the following apply:	$\boxtimes$					
	There are no CMP intersections in your jurisdiction.						
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO				
	ANSWER THE REMAINING QUESTIONS.						
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		$\boxtimes$			
	•						
	•						
	•						
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?			$\boxtimes$			
	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?			$\boxtimes$			
5.	Does the deficiency plan fulfill the following statutory requirements? :						
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$			
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$			
	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?			$\boxtimes$			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$			

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



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



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordination						
СМР	Checklist	YES	NO	N/A			
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$					
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$			
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>	$\boxtimes$					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то				
	ANSWER THE REMAINING QUESTIONS.		I				
3.	If so, how many?		1				
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards whether any are outside of your jurisdiction).    •  •  •  •  •  •			(indicate				
	•						
	a. Were mitigation measures and costs identified for each and included in your seven- year CIP?			$\boxtimes$			
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$			
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$			
Addi	tional Comments:						
proj dete	During this CMP cycle there was only one entitled development project that necessitated a CMP analysis as a part of the project's environmental review process: the Mercury Apartments Project. Two other proposed development projects were determined to require a CMP analysis; however, those projects were placed on hold as a result of the Covid-19 pandemic and did move forward in the public entitlement process during this CMP cycle.						

<sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMF	P Checklist		YES	NO	N/A		
1.	Does any federally funded project in the CIP result i occupant vehicle (SOV) capacity?	n a significant increase in single		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.						
2.	If so, was the project developed as part of the feder in other words, was there an appropriate analysis of and operational strategies?				$\boxtimes$		
Add	ditional Comments:						
I ce	I certify that the information contained in this checklist is true.						
_	David Roseman City Traffic	Sum			/2021		
	Name (Print) Title	Signature		D	ate		



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

<sup>&</sup>lt;sup>1</sup>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)

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

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



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



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

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoria	ng Checklist: Feder	ral Congestion	Mana	gemen	t
CMI	P Checklist			YES	NO	N/A
1.	Does any federally funded project in the occupant vehicle (SOV) capacity?	CIP result in a significant inc	rease in single		$\boxtimes$	
	NOTE: ONLY THOSE AGENC ANSW	IES THAT CHECKED "YES ER THE REMAINING QUE		1 NEED T	O	
2.	If so, was the project developed as part of in other words, was there an appropriate and operational strategies?					
Add	litional Comments:					
I ce	rtify that the information contained in this c	hecklist is true.	( Jeb	<u> </u>		
		RECTOR OF PUBLIC RKS/CITY ENGINEER	Valitiene		06/2	8/2021
	Name (Print)	Title	Signature			ate



Juris	diction:	City of Costa Mesa				
CMP Monitoring Checklist: Level of Service (LOS)						
CMP	Checklist			YES	NO	N/A
1.	Check "Yes" if eith	ner of the following apply:		$\boxtimes$		
	There are no	CMP intersections in your jurisdiction.				
		t statutorily-exempt activities $^1$ , all CMP in experating at LOS E (or the baseline level, i				
	NOTE: C	NLY THOSE AGENCIES THAT CHECKE		1 NEED 7	го	
	,	ANSWER THE REMAINING	QUESTIONS.			
2.	If any, please list	those intersections that are not operating a				☒
	•					
3.	implemented in th	ersections, if any, be improved by miti ne next 18 months or improvements progra g program (i.e. local jurisdiction CIP, Measu	mmed in the first year of			
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be			$\boxtimes$
Additi	onal Comments:					

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.		_		
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS.	N 1 NEE	D TO		
2.	If any, please list those intersections found that are not operating at the CMP LOS standard  •  •  •  •  •  •  •  •  •  •  •  •  •	is.		X	
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?			$\boxtimes$	
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?			$\boxtimes$	
5.	Does the deficiency plan fulfill the following statutory requirements?:				
	a. Include an analysis of the causes of the deficiency?		Д	$\boxtimes$	
	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?				
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

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



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



	CMP Monitoring Checklist: Land Use Coordination	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?	$\boxtimes$		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		×	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION :	2 NEED	то	
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicated 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?			$\boxtimes$
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$
Add	itional Comments:			29/4/19

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



CMP Checklist  1. Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?  NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.  2. If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  Jennifer Rosales  Transportation Services Manager  Name (Print)  Title  Signature  6-28-21  Date	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
occupant vehicle (SOV) capacity?  NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.  2. If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  Jennifer Rosales  Transportation Services Manager  6-28-21	CMF	Checklist	YES	NO	N/A	
ANSWER THE REMAINING QUESTION.  2. If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  Jennifer Rosales  Transportation Services Manager  6-28-21	1.				$\boxtimes$	
in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  Jennifer Rosales  Transportation Services Manager  6-28-21			1 NEED T	0		
I certify that the information contained in this checklist is true.  Jennifer Rosales  Transportation Services Manager  6-28-21	2.	in other words, was there an appropriate analysis of reasonable travel demand reduction				
Jennifer Rosales Transportation Services Manager 6-28-21	Add	itional Comments:	14.53			
Jennifer Rosales Transportation Services Manager 6-28-21						
	I ce	ertify that the information contained in this checklist is true.				
Name (Print) Title Signature Date	J	Pennifer Rosales Transportation Services Manager		6-2	28-21	
		Name (Print) Title Signature			ate	



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

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.			
	•				
	•	<del></del>			
	•				
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?				
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

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



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination				
CMP Checklist			NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	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? <sup>3</sup>		$\boxtimes$	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2	2 NEED	то	
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
4.	<ul> <li>Please list any CMPHS links &amp; intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).</li> <li></li></ul>			
	•			
	a. Were mitigation measures and costs identified for each and included in your seven- year CIP?			
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>			
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			

<sup>3</sup>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, 1992.



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



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



Jurisd	Jurisdiction: City of Dana Point				
		CMP Monitoring Checklist: Level of Service (LO	IS)		
CMP C	Checklist		YES	NO	N/A
1.	Check "Yes" if eith	ner of the following apply:	$\boxtimes$		
	There are no	CMP intersections in your jurisdiction.			
		t statutorily-exempt activities <sup>1</sup> , all CMP intersections within your e operating at LOS E (or the baseline level, if worse than E) or better.			
	NOTE: C	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED T	0	
		ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list	those intersections that are not operating at the CMP LOS standards.			
	•				
	•				
	•				
3.	implemented in th	ersections, if any, be improved by mitigation measures to be ne next 18 months or improvements programmed in the first year of g program (i.e. local jurisdiction CIP, Measure M CIP)?			$\boxtimes$
		deficiency plan been developed for each intersection that will be ow the CMP LOS standards?			$\boxtimes$
Additio	onal Comments:				

<sup>&</sup>lt;sup>1</sup>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)

	GMP Monitoring Ghecklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.		$\boxtimes$
	•			
	•			
	•			
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?			$\boxtimes$
	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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



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

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMF	Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.						
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	itional Comments:					
I certify that the information contained in this checklist is true.						
_IV	latthew Sinacori Director of Public Works	4		5 24 2		
9.5	Name (Print) Title Signature			Date		



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

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



CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.		$\boxtimes$
	•			
	•			
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?		Π.	
5.	Does the deficiency plan fulfill the following statutory requirements? :			
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$
	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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$

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



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



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

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion	Manag	gemen	t
CMI	P Checklist	YES	NO	N/A
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 ANSWER THE REMAINING QUESTION.	L NEED T	0	
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			
Add	litional Comments:			
I ce	rtify that the information contained in this checklist is true.  Temo Galvez  Name (Print)  Coty Engineer  Signature		-	



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

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



	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		$\boxtimes$
	•			
	• -			
	•			
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?			$\boxtimes$
	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?			$\boxtimes$
5.	Does the deficiency plan fulfill the following statutory requirements? :			
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$
	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?			$\boxtimes$
	<ul> <li>i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$

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



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



Congestion Management Program (CMP)

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

<sup>3</sup>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, 1992.



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



Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		OPTIONAL - CMP Monitoring Checklist: Federal Congestion	Mana	gement	t
occupant vehicle (SOV) capacity?  NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.  2. If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  David Roseman City Traffic Engineer  5/28/2021	CMF	P Checklist	YES	NO	N/A
ANSWER THE REMAINING QUESTION.  2. If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  David Roseman  City Traffic Engineer  5/28/2021	1.				$\boxtimes$
in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?  Additional Comments:  I certify that the information contained in this checklist is true.  David Roseman  City Traffic Engineer  5/28/2021		·			
I certify that the information contained in this checklist is true.  David Roseman City Traffic Engineer 5/28/2021	2.	in other words, was there an appropriate analysis of reasonable travel demand reduction			$\boxtimes$
David Roseman City Traffic Engineer 5/28/2021	Add	itional Comments:			
David Roseman City Traffic Engineer 5/28/2021					
David Roseman City Trainic Engineer	I ce			5/28	/2021
		- Xalen			



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

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



	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
:	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.	18.00		
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	is.		
	•			
6	•			
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?			
20	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?			
	<ul> <li>i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMI	Ohecklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	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? <sup>3</sup>		×	
	NOTE: ONLY THOSE AGENGIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то	
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).				
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Add	itional Comments:			

<sup>&</sup>lt;sup>3</sup>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, 1992.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMI	P Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$			
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?	$\boxtimes$			
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?				



	OPTIONAL - CMP Monitoring Checklist: F	Federal Congestion	Manag	gemen	t
CMI	1P Checklist		YES	NO	N/A
1.	Does any federally funded project in the CIP result in a signific occupant vehicle (SOV) capacity?	ant increase in single		×	
	NOTE: ONLY THOSE AGENCIES THAT CHECKE ANSWER THE REMAININ		L NEED T	0	
2.	If so, was the project developed as part of the federal Congest in other words, was there an appropriate analysis of reasonabl and operational strategies?				
			1		
I ce	certify that the information contained in this checklist is true.				
			VIV		***
[	Dan Candelaria, P.E., T.E. City Engineer	Signature	Sh	6212	



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

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



	CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	$\boxtimes$				
	There are no CMP intersections in your jurisdiction.					
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>					
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.						
2.	If any, please list those intersections found that are not operating at the CMP LOS standard  •	ds.				
	•					
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR 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?					
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>					

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



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



CMP Monitoring Checklist: Land Use Coordination						
СМР	Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	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? <sup>3</sup>	$\boxtimes$				
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.						
3.	If so, how many?			1		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS 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?					
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$		
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$		
Add	itional Comments:					

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
СМР	P Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.					
2.	If so, was the project developed as part of the federal Congestion Management Process in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	litional Comments:					
I ce	ertify that the information contained in this checklist is true.					
	Bob Stachelski Transportation Manager	the	6/2	4/2021		
	Name (Print) Title Signatur	e	l	Jate		



Jurisd	iction: City of Irvine			
	CMP Monitoring Checklist: Level of Service (LC	OS)		
CMP (	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	• Factoring out statutorily-exempt activities <sup>1</sup> , 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.			$\boxtimes$
	•			
	•	<u> </u>		
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			$\boxtimes$
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			$\boxtimes$
Additio	nal Comments:			

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO					
ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		$\boxtimes$	
	•	<del></del>			
	•				
	•				
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?			$\boxtimes$	
	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?			$\boxtimes$	
5.	Does the deficiency plan fulfill the following statutory requirements? :				
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$	
	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?			$\boxtimes$	
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$	

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



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



	CMP Monitoring Checklist: Land Use Coordination				
СМР	Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$	
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>	$\boxtimes$			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO					
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		_4_		
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	$\boxtimes$	
	• 114 Pacifica				
	Hoag Hospital				
	PA 6 N5B Zone Change				
	Spectrum 7 Zone Change				
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			$\boxtimes$	
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>			$\boxtimes$	
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$	
Addi	itional Comments:				
tha issu mo hav	y development generating less than 2,400 daily trips, any development in 1,600 daily trips (if it directly accesses a CMP highway), final tractionance of building permits, issuance of certificate of use and occupant difications to approved developments where the location and intensitive been approved through previous and separate local government acquary 1, 1992.	and pacty, and by of pr	rcel map minor oject use	s,	

<sup>&</sup>lt;sup>3</sup>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, 1992.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$			
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	$\boxtimes$			
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	$\boxtimes$			
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	$\boxtimes$			
Add	itional Comments:				
	OPTIONAL - CMP Monitoring Checklist: Federal Congestion	Manag	gement	t	
CMF	Checklist	YES	NO	N/A	
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTION.	1 NEED T	0		
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			$\boxtimes$	
Add	itional Comments:				
I certify that the information contained in this checklist is true.					
	Melissa Dugan Sup. Transportation Analyst		06/2	28/21	
	Name (Print) Title Signature		D	ate	



Jurisd	iction: City of La Habra			
	CMP Monitoring Checklist: Level of Service (LC	OS)		
CMP (	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	• Factoring out statutorily-exempt activities <sup>1</sup> , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED 7	го	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	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				

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



CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO				
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	•			
	•	<del></del>		
	•			
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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination					
CMP	Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$			
	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? <sup>3</sup>	$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то		
	ANSWER THE REMAINING QUESTIONS.		T		
3.	If so, how many?		1		
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).					
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			$\boxtimes$	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$	
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?		$\boxtimes$		
Addi	itional Comments:				

\_\_\_

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMF	<sup>2</sup> Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO  ANSWER THE REMAINING QUESTION.					
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			$\boxtimes$		
Add	itional Comments:					
I ce	rtify that the information contained in this checklist is true.  Michael Plotnik Traffic Manager		6/23	/2021		
	Name (Print) Title Signature			ate		



Jurisd	liction:	City of La Palma				
		CMP Monitoring Checklist: Le	evel of Service (LC	)S)		
CMP (	Checklist			YES	NO	N/A
1.	Check "Yes" if eith	ner of the following apply:		$\boxtimes$		
	There are no	CMP intersections in your jurisdiction.				
		t statutorily-exempt activities <sup>1</sup> , all CMP in the operating at LOS E (or the baseline level, i				
	NOTE: C	ONLY THOSE AGENCIES THAT CHECKE	_	1 NEED 1	го	
2	Tf and places list	ANSWER THE REMAINING				
2.		those intersections that are not operating a				
	•					
2	\\/ill deficient int	oussetions if any he improved by mili	antion managements ha			
3.	implemented in th	ersections, if any, be improved by mitine next 18 months or improvements prograging program (i.e. local jurisdiction CIP, Measu	mmed in the first year of			
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be			
Additio	onal Comments:					

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



CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	•			
	•	<del></del>		
	•			
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?			
	<ul> <li>i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



CMP Monitoring Checklist: Land Use Coordination				
CMP	P Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	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? <sup>3</sup>		$\boxtimes$	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то	
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).			(indicate	
	•			
	a. Were mitigation measures and costs identified for each and included in your seven- year CIP?			
	<ul> <li>b. If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>			
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMI	Checklist Checklist			YES	NO	N/A
1.	Does any federally funded project in the occupant vehicle (SOV) capacity?	CIP result in a significar	it increase in single			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.						
2.	If so, was the project developed as part in other words, was there an appropriate and operational strategies?					
Add	itional Comments:					-
I certify that the information contained in this checklist is true.						
	,	munity Services Director	MITE	01	- W	1
=	Michael S. Belknap Com Name (Print)	Title	Signature	celles	D	ate ate



Jurisdiction:

### **APPENDIX C**

Congestion Management Program (CMP)

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

City of Laguna Beach

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



CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		$\boxtimes$
•				
	•	<del></del>		
	•	· · · · · · · · · · · · · · · · · · ·		
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?			$\boxtimes$
	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?			$\boxtimes$
5.	Does the deficiency plan fulfill the following statutory requirements? :			
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$
	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?			$\boxtimes$
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$

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



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



Congestion Management Program (CMP)

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

<sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMP	Checklist	YES	NO	N/A	
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTION.	1 NEED T	0		
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			$\boxtimes$	
Add	itional Comments:				
No federally funded CIP project during CMP cycle.					
I certify that the information contained in this checklist is true.					
M	ark McAvoy Director of Public Works Mark A. McA	voy	Jun 28	8, 2021	
	Name (Print) Title Signature		Di	ate	



Juriso	iction: City of Laguna Hills			
	CMP Monitoring Checklist: Level of Service (LC	)S)		
CMP (	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	• Factoring out statutorily-exempt activities <sup>1</sup> , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED 7	ГО	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	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				

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



	CMP Monitoring Checklist: Deficiency Plans					
СМ	CMP Checklist			N/A		
1.	Check "Yes" if either of the following apply:	$\boxtimes$				
	There are no CMP intersections in your jurisdiction.					
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.				
	•					
	•					
	•					
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR 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?					
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>					

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



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination				
CMP	<sup>2</sup> Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO				
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
<ul> <li>4. Please list any CMPHS links &amp; intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).</li> <li>•</li></ul>			s (indicate	
	Were mitigation measures and costs identified for each and included in your seven-	<u> </u>		П
	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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			

<sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMF	<sup>2</sup> Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTION.	1 NEED T	0			
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	itional Comments:					
	rtify that the information contained in this checklist is true.					
1 (6	Kenneth H. Rosenfield Director of Public Services	« / '/		6/22/2021		
	Name (Print)  Title  Signature			Date		



Juriso	diction:	City of Laguna Niguel				
	TA ST OF	CMP Monitoring Checklist: Level of	Service (LO	S)		
CMP (	Checklist			YES	NO	N/A
1.	Check "Yes" if e	either of the following apply:		$\boxtimes$		
	There are r	no CMP intersections in your jurisdiction.	1			
		out statutorily-exempt activities <sup>1</sup> , all CMP intersection are operating at LOS E (or the baseline level, if worse t				
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.						
2.	If any, please li	st those intersections that are not operating at the CM	P LOS standards.			
3.	implemented in	intersections, if any, be improved by mitigation m the next 18 months or improvements programmed in ling program (i.e. local jurisdiction CIP, Measure M CIP	the first year of			
	a. If not, has operating b	a deficiency plan been developed for each intersect selow the CMP LOS standards?	ion that will be			
Additio	onal Comments:					

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2. If any, please list those intersections found that are not operating at the CMP LOS 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?				
	<ul> <li>i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

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



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



	CMP Monitoring Checklist: Land Use Coordinati	on		
CMP	· Checklist	YES	NO	N/A
1,	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	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? <sup>3</sup>		$\boxtimes$	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTIONS	2 NEED	го	
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			_
4. Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).				
	•			
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>			
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			

<sup>&</sup>lt;sup>3</sup>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, 1992.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	P Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$			
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?	$\boxtimes$			
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	$\boxtimes$			
Add	itional Comments:				



P	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management							
CM	P Checklist	YES	NO	N/A				
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			×				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.							
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?							
Add	itional Comments:							
I cer	JAUCI SCOTT Rublic Works DR Station 6.7.21							
	Name (Print)  Public Works DIE  Signature		Da					



Jurisd	iction: City of Laguna Woods				
	CMP Monitoring Checklist: Level of Service (LO	S)		520	
CMP (	hecklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>1</sup>, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections that are not operating at the CMP LOS standards.  •				
	•				
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?				
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?				
Additio	nal Comments:		- SHERRING		

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



CMP Monitoring Checklist: Deficiency Plans					
CM	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$		HE STATE	
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
ANSWER THE REMAINING QUESTIONS.					
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.			
	•				
	•				
	•				
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?				
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

<sup>&</sup>lt;sup>2</sup>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-rall passenger station, traffic generated by mixed-use residential development within 1/4 mile of a fixed-rall passenger station.



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination						
CMP	Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	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? <sup>3</sup>		×			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO						
	ANSWER THE REMAINING QUESTIONS.					
3.	If so, how many?					
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).						
	• 7.					
	•					
	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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?					
Addi	itional Comments:					

<sup>3</sup>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, 1992.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	Checklist Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$			
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?	$\boxtimes$			
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	$\boxtimes$			
Add	itional Comments:				



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management							
CMI	P Checklist	YES	NO	N/A			
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		×				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTION.	1 NEED T	0				
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?						
Add	litional Comments:						
	I certify that the information contained in this checklist is true.						
	M. Akram Hindiyeh  Name (Print)  City Engineer/ Traffic Engineer  Title  Signature	1	-	ate			



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

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:				
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NEE	ED TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.			
	•				
	•				
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled				
	for completion during the next 18 months or programmed in the first year of the CIP?				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 3 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.		0.00		
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?				
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

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



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



	CMP Monitoring Checklist: Land Use 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?			
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то	
	ANSWER THE REMAINING QUESTIONS.			
3.	If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).				
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			E.E.

<sup>&</sup>lt;sup>3</sup>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, 1992.



CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CMI	CMP Checklist			N/A		
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$				
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	$\boxtimes$				
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	$\boxtimes$				
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	$\boxtimes$				
Add	itional Comments:		244			



	OPTIONAL - CMP Moni	toring Checklist: Fe	deral Congestion	Mana	gemen	t		
CMP Checklist				YES	NO	N/A		
1.	Does any federally funded project in occupant vehicle (SOV) capacity?	n the CIP result in a significan	t increase in single			$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.							
2.	If so, was the project developed as in other words, was there an appropand operational strategies?							
Add	itional Comments:							
						_		
I certify that the information contained in this checklist is true.								
Т	homas E. Wheeler, P.E.	Director of Public Works	hint held	1	6/2	23/21		
	Name (Print)	Title	Signature		D	ate		



Jurisdiction:		City of Los Alamitos						
CMP Monitoring Checklist: Level of Service (LOS)								
CMP (	Checklist			YES	NO	N/A		
1.	Check "Yes" if eith	ner of the following apply:		$\boxtimes$				
	There are no	CMP intersections in your jurisdiction.						
		t statutorily-exempt activities <sup>1</sup> , all CMP in e operating at LOS E (or the baseline level, i						
	NOTE: C	ONLY THOSE AGENCIES THAT CHECKE	"NO" FOR QUESTION	1 NEED 7	ГО			
	l	ANSWER THE REMAINING	QUESTIONS.					
2.	If any, please list	those intersections that are not operating a	t the CMP LOS standards.					
	•							
	•							
	•							
3.	implemented in th	ersections, if any, be improved by miti ne next 18 months or improvements progra g program (i.e. local jurisdiction CIP, Measu	mmed in the first year of					
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be					
Additio	onal Comments:							

<sup>&</sup>lt;sup>1</sup>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)

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

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



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination					
CMP	P Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$			
	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? <sup>3</sup>		$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то		
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?				
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).					
	•				
	Were mitigation measures and costs identified for each and included in your seven- year CIP?				
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>				
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?				
Addi	itional Comments:				

<sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMF	P Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO					
	ANSWER THE REMAINING QUESTION.			1		
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	itional Comments:					
-						
	rtify that the information contained in this checklist is true.  Farhad Iranitalab City Traffic Engineer Falus Juiling	/	06/1	1/202		
<del>-</del>	Name (Print)  Title  Signature			ate		



Jurisdiction:	City of Mission Viejo
---------------	-----------------------

CMP Monitoring Checklist: Level of Service (LOS)				
CMP (	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\overline{\mathbf{V}}$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>1</sup>, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED 7	ГО	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	onal Comments:			

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



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

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



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



CMP Monitoring Checklist: Land Use Coordination					
СМР	Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	V			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			V	
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>	V			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2	2 NEED	го		
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		1		
4.	Please list any CMPHS links & intersections that were projected to not meet the CMP LOS swhether any are outside of your jurisdiction).	standards	(indicate	V	
	•				
	•				
	<ul> <li>Were mitigation measures and costs identified for each and included in your seven- year CIP?</li> </ul>			V	
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>			V	
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?				
Addi	tional Comments:				
Gat Roa to e	The Mission Viejo development project that required a CMP Traffic Impact Analysis (TIA) is the Gateway Project located at the southwest quadrant of Crown Valley Parkway and Medical Center Road (4.66-acre infill site of existing commercial land uses to be redeveloped with a building addition to existing land uses, demolition of certain existing commercial buildings, and the addition of new commercial land uses.) The 8/24/2020 traffic study identified that no CMP links or intersections on Crown Valley Parkway would exceed CMP levels of service standards.				

<sup>&</sup>lt;sup>3</sup>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, 1992.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CMF	P Checklist	YES	NO	N/A			
1.	Did you submit a seven-year CIP to OCTA by June 30?	<b>\</b>					
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	<b>\</b>					
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?			V			
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?						
Add	itional Comments:						
sigr pro veh	The CMP Highway System projects included in the City of Mission Viejo 7-Year CIP are traffic signalization and pavement resurfacing projects. Traffic signalization and pavement resurfacing projects are not capacity expansion projects and therefore do not generate transportation-related vehicular emissions. As such, the consistency with air quality mitigation measures for transportation-related vehicle emissions (Question 3) is not applicable.						



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
СМР	P Checklist			YES	NO	N/A
1.	Does any federally funded proj occupant vehicle (SOV) capacit	ect in the CIP result in a significant incr y?	ease in single			
	NOTE: ONLY THO	SE AGENCIES THAT CHECKED "YES"	FOR QUESTION	1 NEED T	0	
	,	ANSWER THE REMAINING QUE	STION.			
2.		d as part of the federal Congestion Mar ppropriate analysis of reasonable travel				
Add	itional Comments:					
pec	The federally funded project included in the City of Mission Viejo 7-Year CIP is <u>not</u> a highway capacity project. The project is a traffic safety improvement CIP that would install an audible pedestrian push-button system at 24 traffic signals citywide, funded with a Highway Safety Improvement Program (HSIP) grant.					
I certify that the information contained in this checklist is true.  Mark Chagnon Public Works Director June 29, 2021						
	Mark Chagnon  Name (Print)	Public Works Director  Title			June 29	, 2021 ate
	Name (Pilit)	Title	Signature		D	ale



Congestion Management Program (CMP)

Juris	diction:	City of Newport Beach			
		CMP Monitoring Checklist: Level of Service	e (LOS)		
СМР	Checklist		YES	NO	N/A
1.	Check "Yes" if eit	her of the following apply:	$\boxtimes$		
	There are no	CMP intersections in your jurisdiction.			
		It statutorily-exempt activities $^1$ , all CMP intersections within re operating at LOS E (or the baseline level, if worse than E) or be		:	
	NOTE: (	ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUES ANSWER THE REMAINING QUESTIONS.	TION 1 NEED	го	
2.	•	those intersections that are not operating at the CMP LOS stan	dards.		
3.	implemented in t	tersections, if any, be improved by mitigation measures the next 18 months or improvements programmed in the first years program (i.e. local jurisdiction CIP, Measure M CIP)?			$\boxtimes$
		a deficiency plan been developed for each intersection that w low the CMP LOS standards?	rill be		$\boxtimes$
Addit	ional Comments:				

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



CMP Monitoring Checklist: Deficiency Plans						
CMI	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	$\boxtimes$				
	There are no CMP intersections in your jurisdiction.					
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>		ļ			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO			
ANSWER THE REMAINING QUESTIONS.						
2. If any, please list those intersections found that are not operating at the CMP LOS standards.			$\boxtimes$			
	•					
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?			$\boxtimes$		
	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?			$\boxtimes$		
5.	Does the deficiency plan fulfill the following statutory requirements? :					
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$		
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$		
	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?			$\boxtimes$		
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$		

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



CMP Monitoring Checklist: Deficiency Plans (cont.)				
СМР	Checklist	YES	NO	N/A
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?			$\boxtimes$
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?			$\boxtimes$
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?			$\boxtimes$
9.	Has necessary inter-jurisdictional coordination occurred?			$\boxtimes$
10.	Please describe any innovative programs, if any, included in the deficiency plan:			$\boxtimes$
Addi	tional Comments:			
71001				



CMP Monitoring Checklist: Land Use Coordination					
СМР	Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$			
	<ul> <li>a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?</li> </ul>			$\boxtimes$	
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO					
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?				
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).					
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			$\boxtimes$	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$	
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$	
Add	itional Comments:				

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMF	Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.					
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	tional Comments:			4		
I certify that the information contained in this checklist is true.						
_	AntonyBrine City Traffic Engineer By Name (Print) Title Signature		6-2	3 -2/ late		



Jurisd	liction:	City of Orange				
		CMP Monitoring Checklist: Le	vel of Service (LC	)S)		
CMP (	Checklist			YES	NO	N/A
1.	Check "Yes" if eith	ner of the following apply:		$\boxtimes$		
	There are no	CMP intersections in your jurisdiction.				
		t statutorily-exempt activities $^1$ , all CMP in e operating at LOS E (or the baseline level, in				
	NOTE: C	ONLY THOSE AGENCIES THAT CHECKED ANSWER THE REMAINING		1 NEED T	ГО	
2.	If any places list					
۷.		those intersections that are not operating a				
	·					
2	\\/;   defining time					
3.	implemented in th	ersections, if any, be improved by miti- ne next 18 months or improvements program g program (i.e. local jurisdiction CIP, Measu	mmed in the first year of			
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be			
Additio	onal Comments:					

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



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

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



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



Congestion Management Program (CMP)

CMP Monitoring Checklist: Land Use Coordination						
CMP	Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$		
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то			
	ANSWER THE REMAINING QUESTIONS.		T			
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).  •			s (indicate			
	•					
	<ul> <li>a. Were mitigation measures and costs identified for each and included in your seven- year CIP?</li> </ul>					
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>					
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?					
Add	itional Comments:					

<sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMF	<sup>2</sup> Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTION.	1 NEED T	O			
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	itional Comments:					
I ce	I certify that the information contained in this checklist is true.					
J	oshua Soliz PW Admin Manager	ly_		9/21		
	Name (Print) Title Signature	·	D	ate		



Juris	diction:	City of Placentia			
		CMP Monitoring Checklist: Level of Service (LC	)S)		nikalik.
СМР	Checklist		YES	NO	N/A
1.	Check "Yes"	if either of the following apply:	$\boxtimes$		
	There are	e no CMP intersections in your jurisdiction.			
		g out statutorily-exempt activities <sup>1</sup> , all CMP intersections within your on are operating at LOS E (or the baseline level, if worse than E) or better.			
	NO	TE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED	го	
		ANSWER THE REMAINING QUESTIONS.			
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 unding program (i.e. local jurisdiction CIP, Measure M CIP)?			
		has a deficiency plan been developed for each intersection that will be g below the CMP LOS standards?			
Addit	tional Comments	5:			

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



CMP Monitoring Checklist: Deficiency Plans					
СМІ	P Checklist	YES	NO	N/A	
1,	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds,		$\boxtimes$	
	• ,				
	• 3				
	• 13				
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?			$\boxtimes$	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$	
	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?				
	<ul> <li>i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$	

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



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



CMP Monitoring Checklist: Land Use Coordination						
СМР	Checklist	YES	NO	N/A		
1,	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	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? <sup>3</sup>	$\boxtimes$				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2	2 NEED	го			
	ANSWER THE REMAINING QUESTIONS.					
3.	If so, how many?		2			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).						
	Were mitigation measures and costs identified for each and included in your seven- year CIP?			$\boxtimes$		
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$		
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?	$\boxtimes$				
Add	itional Comments:					

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
СМР	P Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.					
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	itional Comments:					
I ce	Luis Estevez Deputy City Administrator Name (Print) Title Signature			9/2021 ate		



• T	list  ck "Yes" if either of the following apply:  There are no CMP intersections in your jurisdiction.  Factoring out statutorily-exempt activities <sup>1</sup> , all CMP intersections within your	YES	NO 🗆	N/A
• T	There are no CMP intersections in your jurisdiction.	$\boxtimes$		17.20
12 (19) (2 (19) (19) (19) (19) (19)	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	ΓΟ	
2. If any • _	y, please list those intersections that are not operating at the CMP LOS standards.			
imple	deficient intersections, if any, be improved by mitigation measures to be emented in the next 18 months or improvements programmed in the first year of recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additional Co	omments:			

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



	CMP Monitoring Checklist: Deficiency Plans			
CMI	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	s.		
	•			
	•			
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?			
	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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



CMP Monitoring Checklist: Land Use Coordination						
CMP	Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	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? <sup>3</sup>		$\boxtimes$			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.						
3.	If so, how many?					
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).   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?					
	<ul> <li>If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>					
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?					
Addi	tional Comments:					

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management					
CMP	P Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?	le 🗆	$\boxtimes$			
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO  ANSWER THE REMAINING QUESTION.						
2.	If so, was the project developed as part of the federal Congestion Management Pr in other words, was there an appropriate analysis of reasonable travel demand rec and operational strategies?					
Add	litional Comments:					
I ce	I certify that the information contained in this checklist is true.					
В	Brendan Dugan P.E. Dir. of Public Works/City Eng		6.1:	5-21		
	Name (Print) Title Si	gnature	[	Date		



	City of San Clemente			
			- 711-44-CH 144-	
CMP (	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.		!	
	<ul> <li>Factoring out statutorily-exempt activities<sup>1</sup>, all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	1 NEED 7	Ю :	
	ANSWER THE REMAINING QUESTIONS.	116		
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
	•			
	•			
	•			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			$\boxtimes$
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			$\boxtimes$
Additio	nal Comments:			

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:				
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTIONS.					
2.				$\boxtimes$	
	•				
-	•			٠	
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?			$\boxtimes$	
	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?			$\boxtimes$	
5.	Does the deficiency plan fulfill the following statutory requirements? :				
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$	
	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?			$\boxtimes$	
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

 $<sup>\</sup>overline{^2}$ 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.



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



CMP Monitoring Checklist: Land Use Coordination					
CMF	<sup>o</sup> Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$			
	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? <sup>3</sup>		$\boxtimes$	- 645°	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION :	2 NEED	го		
	ANSWER THE REMAINING QUESTIONS.			The second	
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?			$\boxtimes$	
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$	
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$	
Addi	itional Comments:				

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP M	onitoring Checklist: Fede	ral Congestion	Manag	gemen	t
CMI	<sup>2</sup> Checklist			YES	NO	N/A
1.	Does any federally funded projeccupant vehicle (SOV) capacity	ect in the CIP result in a significant inc y?	crease in single			$\boxtimes$
	NOTE: ONLY THOS	SE AGENCIES THAT CHECKED "YES ANSWER THE REMAINING QU	그리면 다른데다. 집 그는 그는 바쁜 50000	1 NEED T	0	
2.		d as part of the federal Congestion Ma opropriate analysis of reasonable trave				
Add	itional Comments:					
	rtify that the information contains	ed in this checklist is true.  Deputy Pub. Works Director	6	2)		, ./21
	Name (Print)	Title	Signature	Carlos	7 6	ate



Jurisd	iction:	City of San Juan Capistrano					
CMP Monitoring Checklist: Level of Service (LOS)							
CMP C	Checklist			YES	NO	N/A	
1.	Check "Yes" if eith	her of the following apply:		$\boxtimes$			
	• There are no	CMP intersections in your jurisdiction.					
		t statutorily-exempt activities <sup>1</sup> , all CMP in e operating at LOS E (or the baseline level, i					
	NOTE: C	ONLY THOSE AGENCIES THAT CHECKED ANSWER THE REMAINING		1 NEED 1	го		
2.	If any, please list	those intersections that are not operating a	t the CMP LOS standards.			$\boxtimes$	
	•						
	•						
	•						
3.	implemented in th	ersections, if any, be improved by miti ne next 18 months or improvements progra g program (i.e. local jurisdiction CIP, Measu	mmed in the first year of			$\boxtimes$	
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be			$\boxtimes$	
Additio	nal Comments:						

<sup>&</sup>lt;sup>1</sup>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)

CMP Monitoring Checklist: Deficiency Plans					
CM	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.		$\boxtimes$	
	•				
	•				
	•				
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?			$\boxtimes$	
	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?			$\boxtimes$	
5.	Does the deficiency plan fulfill the following statutory requirements? :				
	a. Include an analysis of the causes of the deficiency?			$\boxtimes$	
	b. Include a list of improvements necessary to maintain minimum LOS standards on the CMPHS and the estimated costs of the improvements?			$\boxtimes$	
	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?			$\boxtimes$	
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			$\boxtimes$	

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



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



Congestion Management Program (CMP)

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

\_\_\_

<sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMF	Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTION.	1 NEED T	0			
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			$\boxtimes$		
Add	itional Comments:					
I certify that the information contained in this checklist is true.  Joe Parco  City Engineer						
_	Name (Print)  City Engineer  Title  Signature	<u> </u>	Di	ate		



Jurisc	liction: Ci	ty of Santa Ana				
	CM	P Monitoring Checklist: Le	vel of Service (LC	)S)		
CMP (	Checklist	en Artikla i mezika (salah katakan 1991) Penagan mendungan kengan penada		YES	NO	N/A
1.	Check "Yes" if either	of the following apply:		$\boxtimes$		
	There are no CMI	intersections in your jurisdiction.				
		atutorily-exempt activities <sup>1</sup> , all CMP in perating at LOS E (or the baseline level, i				
	NOTE: ONL	Y THOSE AGENCIES THAT CHECKE ANSWER THE REMAINING		1 NEED	[O]	
2.	If any, please list tho	se intersections that are not operating a	it the CMP LOS standards.			$\boxtimes$
	•	**				
	•					
	•				<u> </u>	
3.	implemented in the n	ctions, if any, be improved by miti ext 18 months or improvements progra ogram (i.e. local jurisdiction CIP, Measu	mmed in the first year of			
		iciency plan been developed for each he CMP LOS standards?	intersection that will be			$\boxtimes$
Additio	onal Comments:		orthological de 1975, etc. 1975. Sont et el common de 1975, etc. 1975.	18 (8 m) 18 (4) (8 m)		
		•			,	

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



CMP Monitoring Checklist: Deficiency Plans						
СМ	P Checklist	YES	NO	N/A		
1.	Check "Yes" if either of the following apply:	$\boxtimes$				
	There are no CMP intersections in your jurisdiction.			4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>					
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIONS.	N 1 NEE	D TO			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		$\boxtimes$		
	•		:			
	•		!			
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?			$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO			
	ANSWER THE REMAINING QUESTIONS.	ONE PERSON		all although		
4.	Has a deficiency plan or a schedule for preparing a deficiency plan been submitted to OCTA?			$\boxtimes$		
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?			$\boxtimes$		
	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?			$\boxtimes$		
	i. Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?					

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



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



CMP Monitoring Checklist: Land Use Coordination						
СМР	Checklist	YES	NO	N/A		
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$				
	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? <sup>3</sup>		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	2 NEED	TÓ.			
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?			$\boxtimes$		
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?			$\boxtimes$		
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			$\boxtimes$		
Addi	tional Comments:		(18,000 B	th Constant		

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
СМІ	P Checklist			YES	NO	N/A	
1.	Does any federally funded project in occupant vehicle (SOV) capacity?	the CIP result in a significant	increase in single		$\boxtimes$		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.						
2.	If so, was the project developed as p in other words, was there an appropr and operational strategies?					$\boxtimes$	
Add	itional Comments:						
I ce	I certify that the information contained in this checklist is true.						
Z	ed Kekula	Principal Civil Engineer	gd Kille		6-4	1-21	
	Name (Print)	Title	Signature		D	ate	



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

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



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

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



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



CMP Monitoring Checklist: Land Use Coordination					
СМР	Checklist	YES	NO	N/A	
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$			
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$	
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$		
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO					
	ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?		5	_	
4. Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).  •					
	Were mitigation measures and costs identified for each and included in your seven- year CIP?				
	<ul> <li>b. If any impacted links &amp; intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?</li> </ul>				
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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?				
Add	itional Comments:				

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMP	Checklist	YES	NO	N/A		
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 1 NEED TO ANSWER THE REMAINING QUESTION.					
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?					
Add	itional Comments:					
I ce	rtify that the information contained in this checklist is true.    DAU   SPIT2   Associate Sugneer   Signature     Name (Print)   Title   Signature	2	5/	26/21 Date		



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

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



CMP Monitoring Checklist: Deficiency Plans				
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.	,		
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ls.		
	•			
	•			
	•			
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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



CMP Monitoring Checklist: Land Use Coordination				
CMF	Checklist	YES	NO	N/A
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?	$\boxtimes$		
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?			$\boxtimes$
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>		$\boxtimes$	
NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 NEED TO ANSWER THE REMAINING QUESTIONS.				
3.	If so, how many?			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indic 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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	itional Comments:			

<sup>&</sup>lt;sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management						
CMF	Checklist	YES	NO	N/A			
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		$\boxtimes$				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTION.	1 NEED T	0				
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?						
Add	itional Comments:						
I certify that the information contained in this checklist is true.							
_6	Name (Print)  Associate Engineer Title  Signature		6 29 Di	ly_ ate			



Jurisd	liction:	City of Tustin					
CMP Monitoring Checklist: Level of Service (LOS)							
CMP (	Checklist			YES	NO	N/A	
1.	Check "Yes" if eith	ner of the following apply:		$\boxtimes$			
	There are no	CMP intersections in your jurisdiction.					
		t statutorily-exempt activities <sup>1</sup> , all CMP is e operating at LOS E (or the baseline level, i					
	NOTE: 0	ONLY THOSE AGENCIES THAT CHECKE	D "NO" FOR QUESTION	1 NEED 1	ГО		
		ANSWER THE REMAINING	QUESTIONS.				
2.	If any, please list	those intersections that are not operating a	at the CMP LOS standards.				
	•						
	•						
	•						
3.	implemented in th	ersections, if any, be improved by miti ne next 18 months or improvements progra g program (i.e. local jurisdiction CIP, Measu	mmed in the first year of				
		deficiency plan been developed for each ow the CMP LOS standards?	intersection that will be				
Additio	onal Comments:						
1							

<sup>&</sup>lt;sup>1</sup>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)

	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	•	<del></del>		
	•			
	•			
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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



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



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

<sup>&</sup>lt;sup>3</sup>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, 1992.



	CMP Monitoring Checklist: Capital Improvement Program (CIP)						
CMF	CMP Checklist			N/A			
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$					
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?	$\boxtimes$					
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	$\boxtimes$					
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	$\boxtimes$					
Add	itional Comments:						



	OPTIONAL - CMP N	Monitoring Checklist: Fede	eral Congestion	Mana	gemen	ŧ.
CMI	P Checklist			YES	NO	N/A
1.	Does any federally funded pro occupant vehicle (SOV) capac	oject in the CIP result in a significant in it;	ncrease in single			$\boxtimes$
	NOTE: ONLY THO	OSE AGENCIES THAT CHECKED "YI ANSWER THE REMAINING QU		1 NEED T	0	
2.	If so, was the project develop in other words, was there an and operational strategies?	eed as part of the federal Congestion Mappropriate analysis of reasonable trav	flanagement Process, wel demand reduction			
Add	litional Comments:					
I ce	rtify that the information conta	ned in this checklist is true.	Vosi			
	Krys Saldivar	Public Works Manager	To Day se		111	121



Congestion Management Program (CMP)

Juris	sdiction:	City of Villa Park			
XI.		CMP Monitoring Checklist: Level of Service (LC	OS)		
СМР	Checklist		YES	NO	N/A
1.	Check "Yes" i	f either of the following apply:	$\boxtimes$	П	
	There are	e no CMP intersections in your jurisdiction.			
	Factoring jurisdiction	out statutorily-exempt activities <sup>1</sup> , all CMP intersections within your on are operating at LOS E (or the baseline level, if worse than E) or better.			
	NOT	E: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED	го	14
2.	If any, please	e list those intersections that are not operating at the CMP LOS standards.			
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 jurisdiction CIP, Measure M CIP)?			
	a. If not, he operating	as a deficiency plan been developed for each intersection that will be below the CMP LOS standards?			
Addit	ional Comments				

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



CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>		i.		
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO	X .	
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.			
	•				
	•	<u>y.=====0</u> ;			
	•				
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?				
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

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



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



Congestion Management Program (CMP)

	CMP Monitoring Checklist: Land Use Coordinati	on	3.14	
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 revised TIA approach and methodology to OCTA for review and approval?			
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то	
	ANSWER THE REMAINING QUESTIONS.		. X . III	
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?			
	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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?			
Addi	tional Comments:			

<sup>3</sup>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, 1992.



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



Name of the last	OPTIONAL - CMP Monitoring Checklist: Federal Congestion	Mana	gemen	t
СМІ	P Checklist	YES	NO	N/A
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION ANSWER THE REMAINING QUESTION.	1 NEED T	0	
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			
Add	itional Comments:		iii	
	rtify that the information contained in this checklist is true.	Ü(	_	
	Name (Print)  CITY ENGINEER  Title  Signature	P		/2021 Pate



	CMP Monitoring Checklist: Level of Service (LO	S)		
CMP	Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.		Chapterion constant	
	• Factoring out statutorily-exempt activities <sup>1</sup> , all CMP intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.		-	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION ANSWER THE REMAINING QUESTIONS.	1 NEED 1	го	
2.	If any, please list those intersections that are not operating at the CMP LOS standards.			
3.	Will deficient intersections, if any, be improved by mitigation measures to be implemented in the next 18 months or improvements programmed in the first year of any recent funding program (i.e. local jurisdiction CIP, Measure M CIP)?			
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?			
Additio	nal Comments:			
	are three CMP intersections within Westminster located at Beach Boulevard / Bolsa Avenue Boulevard, and SR-22 Eastbound Ramps / Beach Boulevard. However, said intersections rans.			

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



	CMP Monitoring Checklist: Deficiency Plans			
СМ	P Checklist	YES	NO	N/A
1.	Check "Yes" if either of the following apply:	$\boxtimes$		
	There are no CMP intersections in your jurisdiction.			
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTION	N 1 NE	D TO	
	ANSWER THE REMAINING QUESTIONS.			
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.		
	•	*************		
	•			
	•			
3.	Are there improvements to bring these intersections to the CMP LOS standard scheduled for completion during the next 18 months or programmed in the first year of the CIP?			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 3 NEE	D TO	
	ANSWER THE REMAINING QUESTIONS.		V	
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?			
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>			

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



CMP Monitoring Checklist: Deficiency Plans (cont.)							
CMP	Checklist	YES	NO	N/A			
6.	Are the capital improvements identified in the deficiency plan programmed in your seven-year CIP?						
7.	Does the deficiency plan include a monitoring program that will ensure its implementation?						
8.	Does the deficiency plan include a process to allow some level of development to proceed pending correction of the deficiency?						
9.	Has necessary inter-jurisdictional coordination occurred?						
10. Please describe any innovative programs, if any, included in the deficiency plan:							
Addit	cional Comments:						
Garde	Additional Comments:  There are three CMP intersections within Westminster located at Beach Boulevard / Bolsa Avenue, Bolsa Chica Road / Garden Grove Boulevard, and SR-22 Eastbound Ramps / Beach Boulevard. However, said intersections are all owned and operated by Caltrans.						



	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?	$\boxtimes$				
	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? <sup>3</sup>	$\boxtimes$	$\boxtimes$			
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION	2 NEED	то			
	ANSWER THE REMAINING QUESTIONS.					
3.	If so, how many?		·			
Please list any CMPHS links & intersections that were projected to not meet the CMP LOS standards (indicate whether any are outside of your jurisdiction).						
	Were mitigation measures and costs identified for each and included in your seven-year CIP?					
	b. If any impacted links & intersections were outside your jurisdiction, did your agency coordinate with other jurisdictions to develop a mitigation strategy?					
5.	If a local traffic model was/will be used, did you follow the data and modeling consistency requirements as described in the CMP Preparation Manual (available online at <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?					
Addi	tional Comments:	forth.				
Gard	re are three CMP intersections within Westminster located at Beach Boulevard / Bolsa Avenulen Grove Boulevard, and SR-22 Eastbound Ramps / Beach Boulevard. However, said intersated by Caltrans.					

<sup>&</sup>lt;sup>3</sup>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, 1992.



CMP Monitoring Checklist: Capital Improvement Program (CIP)					
CMF	<sup>2</sup> Checklist	YES	NO	N/A	
1.	Did you submit a seven-year CIP to OCTA by June 30?	$\boxtimes$			
2.	Does the CIP include projects to maintain or improve the performance of the CMPHS (including capacity expansion, safety, maintenance, and rehabilitation)?			$\boxtimes$	
3.	Is it consistent with air quality mitigation measures for transportation- related vehicle emissions?	$\boxtimes$			
4.	Was the OC Fundtracker CIP provided by the OCTA used to prepare the CIP?	$\boxtimes$			
Add	tional Comments:				
Grov	re are three CMP intersections within Westminster located at Beach Boulevard / Bolsa Avenu ve Boulevard, and SR-22 Eastbound Ramps / Beach Boulevard. However, said intersections altrans.				



	OPTIONAL - CMP Monitori	ing Checklist: Fo	ederal Congestion	Manag	gemen	it
CMI	P Checklist			YES	NO	N/A
1.	Does any federally funded project in the occupant vehicle (SOV) capacity?	CIP result in a significa	nt increase in single		$\boxtimes$	
	NOTE: ONLY THOSE AGENC	CIES THAT CHECKED		1 NEED T	0	
2.	If so, was the project developed as part of in other words, was there an appropriate and operational strategies?					
Add	litional Comments:					
I cei	rtify that the information contained in this c	checklist is true.				
	JAKE NGO, P.E.	INTERIM PWD/CITY ENGINEER	Jan de	2	6/23	/2021
2000	Name (Print)	Title	Signature		D	ate



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

<sup>&</sup>lt;sup>1</sup>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)

CMP Monitoring Checklist: Deficiency Plans					
СМ	P Checklist	YES	NO	N/A	
1.	Check "Yes" if either of the following apply:	$\boxtimes$			
	There are no CMP intersections in your jurisdiction.				
	<ul> <li>Factoring out statutorily-exempt activities<sup>2</sup>, all CMP Highway System (CMPHS) intersections within your jurisdiction are operating at LOS E (or the baseline level, if worse than E) or better.</li> </ul>				
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "NO" FOR QUESTIO	N 1 NEE	D TO		
	ANSWER THE REMAINING QUESTIONS.				
2.	If any, please list those intersections found that are not operating at the CMP LOS standard	ds.			
	•				
	•				
	•	<del></del>			
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?				
	<ul> <li>Do the improvements, programs, or actions meet the criteria established by South Coast Air Quality Management District (SCAQMD) (see the CMP Preparation Manual)?</li> </ul>				

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



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



Congestion Management Program (CMP)

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

<sup>3</sup>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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion Management				
CMF	P Checklist	YES	NO	N/A	
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?			$\boxtimes$	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION.  ANSWER THE REMAINING QUESTION.	N 1 NEED T	О		
2.	If so, was the project developed as part of the federal Congestion Management Process in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			$\boxtimes$	
Add	litional Comments:				
I ce	ertify that the information contained in this checklist is true.				
F	Pick Yee Deputy Director of Public Vorks/ Assistant City Engineer		6/1	الحاد	
	Name (Print) Title Signatu	re		ate	



Jurisdi	ction:County of Orange						
CMP Monitoring Checklist: Level of Service (LOS)							
CMP (	CMP Checklist YES NO N						
1.	Check "Yes" if either of the following apply:						
	There are no CMP intersections in your jurisdiction.	_					
	• Factoring out statutorily-exempt activities <sup>1</sup> , 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	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 jurisdiction CIP, Measure M CIP)?						
	a. If not, has a deficiency plan been developed for each intersection that will be operating below the CMP LOS standards?						
Additio	onal Comments:						

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



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

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



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



	CMP Monitoring Checklist: Land Use Coordination	on					
СМР	Checklist	YES	NO	N/A			
1.	Have you maintained the CMP traffic impact analysis (TIA) process you selected for the previous CMP?						
	a. If not, have you submitted the revised TIA approach and methodology to OCTA for review and approval?						
2.	Did any development projects require a CMP TIA during this CMP cycle? <sup>3</sup>						
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION 2 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?						
	b. If any impacted links & intersections were outside your jurisdiction, did your jurisdiction 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 <a href="http://www.octa.net/pdf/cmpprepmanual.pdf">http://www.octa.net/pdf/cmpprepmanual.pdf</a> )?						
Addi	tional Comments:						

<sup>&</sup>lt;sup>3</sup> 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, 1992.



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



	OPTIONAL - CMP Monitoring Checklist: Federal Congestion	Manag	gement	:
CMF	Checklist	YES	NO	N/A
1.	Does any federally funded project in the CIP result in a significant increase in single occupant vehicle (SOV) capacity?		1	
	NOTE: ONLY THOSE AGENCIES THAT CHECKED "YES" FOR QUESTION : ANSWER THE REMAINING QUESTION.	L NEED T	0	
2.	If so, was the project developed as part of the federal Congestion Management Process, in other words, was there an appropriate analysis of reasonable travel demand reduction and operational strategies?			
Add	itional Comments:			
I ce	rtify that the information contained in this checklist is true.			
	Sonica Kohli, P.E., QSD Manager, Capital Programs		6/30	)/2021
	Name (Print) Title Signature		Da	ate



# Mitigation Fee Program Review Summary

# FY2021/2022 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Aliso Viejo	Adopted		Fee worksheet provided	Development Agreements		Meets Requirement
Anaheim	Adopted		Fee schedule provided			Meets Requirement
Brea	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Buena Park	Adopted		Fee schedule provided			Meets Requirement
Costa Mesa	Adopted		Fee schedule provided			Meets Requirement
County of Orange	Adopted		Fee schedule provided			Meets Requirement
Cypress	Adopted		Fee schedule provided			Meets Requirement
Dana Point	Adopted	Feasibility Srudy		Ordinance provided		Meets Requirement
Fountain Valley	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Fullerton	Adopted		Fee schedule provided	Policy and Reso		Meets Requirement
Garden Grove	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Huntington Beach	Adopted	Nexus Study	Fee schedule provided	Resolution provided		Meets Requirement
Irvine	Adopted	Nexus Study Excerpt	Fee schedule provided	Municipal Code		Meets Requirement
La Habra	Adopted		Fee schedule provided	Ordinance provided		Meets Requirement
La Palma	Adopted			General Plan/Ordinance		Meets Requirement
Laguna Beach	Adopted				Municipal Code letter	Meets Requirement
Laguna Hills	Adopted	Fee Study		Municipal Code w/Fee		Meets Requirement
Laguna Niguel	Adopted		Fee schedule provided			Meets Requirement
Laguna Woods	Adopted		Fee schedule provided			Meets Requirement
Lake Forest	Adopted	5-year Update		Ordinance w/fee		Meets Requirement
Los Alamitos	Adopted		Fee schedule provided			Meets Requirement
Mission Viejo	Adopted		Fee schedule provided			Meets Requirement
Newport Beach	Adopted		Fee schedule provided			Meets Requirement
Orange	Adopted	Update Study	Fee schedule provided	Ordinance provided		Meets Requirement

# FY2021/2022 Measure M2 Eligibility Mitigation Fee Program Compliance Summary

Agency	MFP Concurrence Resolution	Study	Fee Schedule	Policy	Letter	Status Recommendation
Placentia	TBD			Municipal Code w/Fee		Meets Requirement
Rancho Santa Margarita	Adopted	Nexus Study	Fee schedule provided	Ordinance provided		Meets Requirement
San Clemente	Adopted	Nexus Study & amendments		Resolution provided		Meets Requirement
San Juan Capistrano	Adopted		Fee schedule provided	Resolution provided		Meets Requirement
Santa Ana	Adopted		Fee schedule provided			Meets Requirement
Seal Beach	Adopted		Fee schedule provided			Meets Requirement
Stanton	Adopted	Nexus Study	Fee schedule provided			Meets Requirement
Tustin	Adopted		Fee schedule provided			Meets Requirement
Villa Park	TBD				Municipal Code letter	Meets Requirement
Westminster	Adopted	Update Study		Resolution w/fee		Meets Requirement
Yorba Linda	Adopted			Resolution w/fee		Meets Requirement

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

Paul Rodriguez, Principal

Rodriguez Consulting Group



# Pavement Management Plan Review Summary

# 2021 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 <sup>6</sup>	7 Years Maintain Network PCI \$ x 10 <sup>6</sup>	7 Years Improve Network PCI \$ x 10 <sup>6</sup>	Certification Form	Compliant PMP (Y or N)
Anaheim	F	F	F	F	F	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Brea	G	G	G	G	G	G	✓	✓	✓	<b>✓</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
County of Orange	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Cypress	G	G	VG	G	G	VG	✓	✓	✓	<b>✓</b>	<b>✓</b>	✓	✓	✓	✓	✓	✓	✓	✓	Y
Dana Point	VG	VG	G	VG	VG	VG	✓	✓	✓	✓	<b>✓</b>	✓	✓	✓	✓	✓	✓	✓	✓	Y
Irvine	VG	G	VG	G	G	G	✓	✓	✓	<b>✓</b>	<b>✓</b>	✓	✓	✓	✓	✓	✓	✓	✓	Y
La Habra	G	G	G	VG	G	VG	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y
Lake Forest	G	F	G	F	F	G	✓	✓	✓	<b>✓</b>	<b>✓</b>	✓	✓	✓	✓	✓	✓	✓	✓	Y
Los Alamitos	F	Р	F	Р	VP	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Υ
Newport Beach	G	G	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	<b>✓</b>	✓	✓	✓	Y
San Clemente	G	VG	G	G	G	G	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Υ
San Juan Capistrano	F	F	F	F	F	F	✓	✓	✓	<b>✓</b>	<b>✓</b>	✓	✓	<b>√</b>	✓	<b>✓</b>	✓	✓	✓	Y
Stanton	G	F	G	F	G	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	<b>✓</b>	✓	✓	✓	Y
Tustin	G	G	VG	G	G	VG	<b>√</b>	✓	✓	✓	✓	<b>✓</b>	✓	✓	✓	✓	<b>✓</b>	✓	✓	Υ

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

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

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





The City of Anaheim certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2). The plan was developed by City of Anaheim\* using StreetSaver®, a pavement management system, conforming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of all MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on February 2021 for Arterial (MPAH) streets and February 2021 for local streets.
- Assessment of pavement condition for MPAH routes in the system updated biennially, and pavement condition for 158.0 centerline miles of local routes updated in this reporting cycle. The last field review of pavement condition was completed in February 2021.
- Percentage of all sections of pavement needing:

Preventative Maintenance: 40.7%

Rehabilitation: 53.7%Reconstruction: 5.6%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$259.9 million
  - o Following biennial period \$15.3 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$33.1 million
  - o Following biennial period \$32.3 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with 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.

Carlos Castellanos, P.E.	City of Anaheim	
Name (Print)	Jurisdiction	
	6/30/2021	
Signed	Date	
City Engineer		
Title		

## 2021 Citywide Pavement Management Plan - OCTA Submittal Final Report - June 30, 2021

## I. Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-18, 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, 2021 for the Arterial (MPAH) and March, 2021 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, 2021;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 30.2%;
  - o Rehabilitation = 23.9%;
  - o Reconstruction = 2.9%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$9,139,400;
  - o Following biennial period \$9,134,000
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$6,376,300;
  - Following biennial period \$7,029,800
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

provided to the Grange County Transportation Auth	onty.
Submitted by:	
Tony Olmos	City of Brea
Name (Print)	Jurisdiction
Juste	7/2/21
Signed	Date
Director of Public Works	





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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2021 for Arterial (MPAH) streets and March, 2021 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2021.
- Percentage (by pavement area) of all sections of pavement needing:

o Preventative Maintenance: 65.5%

Rehabilitation: 34.4%Reconstruction: 0.1%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - o Current biennial period \$90 million
  - Following biennial period \$12.2 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - o Current biennial period \$20.6 million
  - Following biennial period \$15.1 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Edward Frondoso	County of Orange	
Name (Print) DocuSigned by:	Jurisdiction	
Edward Frondoso	4/20/2021	
Signed	Date	
Deputy Director/OC Construction	_	
Title		

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



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on May 2021 for Arterial (MPAH) streets and May 2021 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2021.
- Percentage of all sections of pavement needing:

Preventative Maintenance: 78.8%

Rehabilitation: 21.2%Reconstruction: 0%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - o Current biennial period \$15.4 million
  - o Following biennial period \$5.2 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$5.5 million
  - Following biennial period \$5.9 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Douglas A. Dancs, P.E.	City of Cypress	
Name (Print)	Jurisdiction	
Douglas Dancs Dancs Date: 2021.06.21 14:59:17 -07'00'	6/29/2021	
Signed	Date	
Director of Public Works	_	
Titlo		

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



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on February 2021 for Arterial (MPAH) streets and April 2021 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April 2021.
- · Percentage of all sections of pavement needing:
  - o Preventative Maintenance: 85.6%
  - o Rehabilitation: 14.3%
  - Reconstruction: 0.1%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$11.3 million
  - o Following biennial period \$4.9 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - o Current biennial period \$8.2 million
  - Following biennial period \$6.5 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.

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

Submitted by:

MATTHEW SINACORI P.E.	City of Dana Point
Name (Print)	Jurisdiction
alon of	6/30/2021
Signed	Date
Director of Public Works/City Engineer	

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



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

The plan was developed by IMS Infrastructure Management Services, LLC\* using PAVER, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on August, 2020 for Arterial (MPAH) streets and August, 2020 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on August, 2020.
- Percentage of all sections of pavement needing:
  - Preventative Maintenance:13.8%
  - o Rehabilitation: 21.9%
  - Reconstruction: 0.7%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - o Current biennial period \$25,875,973
  - Following biennial period \$35,216,918
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$22,820,518
  - Following biennial period \$27,727,841
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

S	ub	m	itted	by:
_	_			

Mark Steuer, P.E.	City of Irvine	
Name (Print)	Jurisdiction	
Mark A. Stever	5-26-21	
Signed	Date	
Director of Public Works and Transportation		

a. . .

Title (Public Works Director and/or City Engineer)

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

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2021 for the Arterial (MPAH) and March 2021 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, 2021;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 29.5%;
  - Rehabilitation = 15.0%;
  - o Reconstruction = 7.4%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - o Current biennial period \$5,156,800
  - o following biennial period \$4,474,400
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$6,000,000;
  - o following biennial period \$6,000,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

<u>City of La Habra</u> Jurisdiction
5/25/2021
Date

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

The plan was developed by IMS Infrastructure Management Services, LLC\* using StreetSaver, a pavement management system, confirming to American Society of Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on October, 2020 for Arterial (MPAH) streets and October, 2020 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review
  of pavement condition was completed on November, 2020.
- Percentage of all sections of pavement needing:

o Preventative Maintenance: 69.1%

Rehabilitation: 30.8%Reconstruction: 0.1%

- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$41,400,600
  - o Following biennial period \$48,376,640
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$8,000,000

Title (Public Works Director and/or City Engineer)

- o Following biennial period \$8,000,000
- 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.

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

Thomas E. Wheeler	City of Lake Forest	
Name (Print)	Jurisdiction	
four whater	8/18/21	
Signed	Date	
Public Works Director / City Engineer	_	

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



## **APPENDIX F**

## Pavement Management Plan Certification

The City/County of	ounty Transportation Authority ( nt Plan be in place and maintain	Ordinance No.3. This ordinance	
The plan was developed by system, conforming to American Society a minimum, the following elements:			
<ul> <li>Inventory of MPAH and local ro- inventory was completed on for lo</li> </ul>	, for Arte	•	
<ul> <li>Assessment of pavement condition was review of pavement condition was reviewed.</li> </ul>		updated biennially. The last field	
<ul> <li>Percentage of all sections of par</li> </ul>	vement needing:		
Preventive Maintenance	$\frac{6.8}{100}$ , Rehabilitation $\frac{60.3}{100}$ ,	Reconstruction 4.6	
<ul> <li>Budget needs for preventative r of pavement for:</li> </ul>	maintenance, rehabilitation and,	/or reconstruction or aeficient sections	
Current biennial period	\$, Following biennia	al period \$	
<ul> <li>Funds budgeted or available for</li> </ul>	Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction.		
Current biennial period \$, Following biennial period \$			
<ul> <li>Backlog by year of unfunded pa</li> </ul>			
	•	pavement condition assessment nagement Plan Guidelines adopted by	
* An electronic copy of the Pavement M been or will be submitted with the certif		ver or StreetSaver compatible files has	
A copy of this certification is being prov	ided to the Orange County Trar	sportation Authority.	
Submitted by:			
Name (Print)	Title	Jurisdiction	
Chris kelley  Chris Long the second of the s			
Signature	Date		



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on January, 2021 for Arterial (MPAH) streets and January, 2021 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on March, 2021.
- Percentage of all sections of pavement needing:
  - o Preventative Maintenance: 0.5%
  - Rehabilitation: 11.0%
  - o Reconstruction: 1.0%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$29.3 million
  - o Following biennial period \$4.1 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$13.4 million
  - Following biennial period \$13.4 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.

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

Submitted by:

Jim Houlihan, P.E.	City of Newport Beach
Name (Print)	Jurisdiction
Jan M. Hmll	5/14/2021
Signed	Date (
Deputy Public Works Director/City Engineer	

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



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

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

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2021 for Arterial (MPAH) streets and April, 2021 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed on April, 2021.
- Percentage (by pavement area) of all sections of pavement needing:
  - o Preventative Maintenance: 76.2%
  - o Rehabilitation: 23.6%
  - Reconstruction: 0.2%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$19.4 million
  - Following biennial period \$10.1 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - Current biennial period \$10.2 million
  - o Following biennial period \$9.7 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

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

Submitted by:

<b>Manuel Gomez</b>		City of San Clemente
Name (Print)	/	Jurisdiction
111	tomes	June 7, 2021
Signed		Date

Interim Public Works Director/City Engineer

<sup>\*</sup>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.

Section V

## I. Pavement Management Plan Certification

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

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

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on April, 2021 for the Arterial (MPAH) and April 2021 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, 2021;
- Percentage of all section of pavement needing:
  - o Preventive Maintenance = 22.2%;
  - Rehabilitation = 51.5%;
  - o Reconstruction = 8.7%

- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$7,808,200
  - o following biennial period \$10,946,700
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$3,768,277;
  - o following biennial period \$3,878,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 11);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

- · · · · · · · · · · · · · · · · · · ·			
Joe Parco	City of San Juan Capistrano		
Name (Print)	Jurisdiction		
Lan	6/16/21		
Signed	Date (		
City Engineer			
Title			

<sup>\*</sup>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.

153

13

题



## i. Pavement Management Plan Certification

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

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

- Inventory of MPAH and local routes are reviewed and updated biennially. The last update of the inventory was completed in December 2020 for Arterial (MPAH) streets, and March 2019 for local streets.
- Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed for MPAH streets in December 2020.
- · Percentage (by pavement area) of all sections of pavement needing:
  - o Preventative Maintenance: 52.7%
  - o Rehabilitation: 41.8%
  - o Reconstruction: 5.5%
- Budget needs for Preventative Maintenance, Rehabilitation, and/or Reconstruction of deficient sections of pavement for:
  - Current biennial period \$16.7 million
  - o Following biennial period \$0.1 million
- Funds budgeted or available for Preventative Maintenance, Rehabilitation, and/or Reconstruction:
  - o Current biennial period \$3.1 million
  - o Following biennial period \$3.1 million
- Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with 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:

STEVE STRAPAC	City of Stanton	
Name (Print)	Jurisdiction	
Str E Shana	5/25/2021	
Signed	Date	

Public Works Director/City Engineers (INTERIM)

## 2021 Citywide Pavement Management Plan – OCTA Submittal Final Report – May 21, 2021

## I. Pavement Management Plan Certification

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

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433-20, 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, 2021 for the Arterial (MPAH) and March, 2021 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, 2021;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 30.4%;
  - Rehabilitation = 14.0%;
  - Reconstruction = 0.1%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$5,653,800;
  - Following biennial period \$5,644,600
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$4,213,200;
  - o Following biennial period \$5,050,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

#### Submitted by:

Douglas S. Stack, P.E.	City of Tustin
Name (Print)	Jurisdiction
May W. Shoke	6/n/non/
Signed /	Date
Director of Public Works/City Engineer	



<sup>\*</sup>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.



# M2 Annual Eligibility Review Subcommittee Checklist



## ANNUAL ELIGIBILITY REVIEW

**AER Subcommittee Checklist** 

## **INSTRUCTIONS:**

Please mark the appropriate checkboxes in the table below and sign and date to confirm that you have received and reviewed the Congestion Management Program (CMP), Mitigation Fee Program (MFP), and Pavement Management Plan (PMP) materials provided to you for each local agency.

Local Agency	CMP	MFP	PMP
Aliso Viejo			N/A
Anaheim			
Brea			
Buena Park			N/A
Costa Mesa			N/A
County of Orange			
Cypress			
Dana Point			
Fountain Valley			N/A
Fullerton			N/A
Garden Grove			N/A
Huntington Beach			N/A
Irvine			
La Habra			
La Palma			N/A
Laguna Beach			N/A
Laguna Hills			N/A
Laguna Niguel			N/A
Laguna Woods			N/A
Lake Forest			
Los Alamitos			
Mission Viejo			N/A
Newport Beach			
Orange			N/A
Placentia			N/A
Rancho Santa Margarita			N/A
San Clemente			
San Juan Capistrano			
Santa Ana			N/A
Seal Beach			N/A
Stanton			
Tustin			
Villa Park			N/A
Westminster			N/A
Yorba Linda			N/A

Name	Signature	Date