1999 Congestion Management Program

For Los Angeles County

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AUTHORITY

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1999 Congestion Management Program

Adopted December 2, 1999

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TRANSPORTATION
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1999 CONGESTION MANAGEMENT PROGRAM

CONTENTS

CHAPTER 1

THE 1999 CONGESTION MANAGEMENT PROGRAM

1.0 INTRODUCTION

The 1999 Congestion Management Program (CMP) is the fifth CMP adopted for Los Angeles County since the requirement became effective with the passage of Proposition 111 in 1990. The biennial update and adoption of the CMP, and the specific components it contains, are designed to comply with the requirements of California Government Code 65089.

The 1999 CMP summarizes the results from seven years of highway monitoring, four years of monitoring local growth, and eight years of local transportation improvements. It also summarizes the discussions of the 1999 CMP Policy Advisory Committee regarding CMP deficiency plan requirements and lays out steps towards further discussion of the deficiency plan in the development of the 2001 CMP.

CMP implementation guidelines are contained in the 1997 CMP which is incorporated by reference. CMP requirements for local jurisdictions have not changed with the 1999 CMP. Together, these two documents -- the 1999 CMP Report and the 1997 CMP -- comprise the 1999 CMP.

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Additional copies of the 1997 CMP are available from the MTA. Please contact the CMP Hotline at (213) 922-2830.

1.1 HIGHLIGHTS & OBJECTIVES

- As a multimodal program, the CMP is designed around the components required in statute including (1) highway monitoring, (2) transit monitoring, (3) a program to reduce travel demand, (4) a program to analyze the transportation impacts of local land use decisions, and (5) a Countywide Deficiency Plan whereby local agencies offset a portion of the impacts from their land use decisions on the regional transportation network.

- The 1999 CMP meets state requirements and to also fulfills federal Congestion Management System (CMS) requirements.

- The 88 incorporated cities in Los Angeles County, plus the County of Los Angeles, are responsible for implementing many of the CMP's requirements. These 89 local jurisdictions collectively receive over $85 million annually in state gas tax revenue for maintaining compliance. CMP compliance also preserves their eligibility to receive other state and federal transportation dollars.

- The CMP is a countywide, multimodal planning approach bringing local municipalities and regional agencies into partnership in efforts to address congestion impacts of new growth.

- Since the first CMP was adopted in Los Angeles County, transportation improvements implemented by the 89 local jurisdictions, and recognized through the CMP, have eliminated or accommodated approximately 3.7 million daily vehicle miles of travel.

- To date, Los Angeles has maintained a record of 100% local compliance with the CMP.

"These 89 local jurisdictions collectively receive over $85 million annually in state gas tax revenue for maintaining (CMP) compliance."

1.2 INCORPORATING THE 1997 CMP

As stated above, the 1999 CMP incorporates the 1997 CMP by reference. The following points summarize what key elements of the program have been retained whole, and where changes have been made, from the earlier document:

- The *CMP Highway and Roadway System* (see chapter 5 of the 1997 CMP), comprised of approximately 1,000 miles of freeways, state highways and principal arterials has not been changed. The 1999 CMP Report updates the information about the Level of Service on that system (see Chapter 2 and Appendix A of this document). This document also provides revised instructions and forms for CMP highway monitoring responsibilities (see Appendix A).

- The MTA's Metro Red Line opened a new segment to Hollywood in June 1999. This segment is added to the

monitoring network of the *CMP Transit System* (see chapter 6 of the 1997 CMP). The 1999 CMP Report does not update the CMP transit monitoring information.

- There are no changes to the *CMP Transportation Demand Management Element* or the *CMP Land Use Analysis Program* (see chapters 7 and 8 of the 1997 CMP).

- The CMP *Capital Improvement Program* (see chapter 9 of the 1997 CMP) is updated to include the most recent Call for Projects, adopted by the MTA Board of Directors in July 1999.

- The CMP *Countywide Deficiency Plan* (see chapter 11 of the 1997 CMP) has not been changed. The 1999 CMP contains updated forms for cities to use in preparing their annual Local Implementation Reports which report implementation of deficiency plan requirements (see Appendix B of this document).

1.3 LOCAL CMP REQUIREMENTS

"Local requirements for CMP implementation remain unchanged for the 1999 CMP."

Local requirements for CMP implementation remain unchanged in the 1999 CMP. Among the basic responsibilities for local jurisdictions are:

- Highway Monitoring: Certain local jurisdictions monitor levels of service (LOS) on CMP arterials at designated intersections.

- Transportation Demand Management Ordinance: Local jurisdictions continue to implement their previously adopted CMP TDM ordinance. This ordinance contains design guidelines for new non-residential development that provide supportive improvements for transit and TDM.

- Land Use Analysis Program: For projects requiring an EIR, local jurisdictions analyze the project's impact on the regional highway and transit systems.

- Countywide Deficiency Plan: All local jurisdictions participate in the CMP Countywide Deficiency Plan. They are responsible for mitigating a portion of the impact of their new development on the regional transportation system.

Local agencies accomplish this by tracking and reporting new development activity and locally implemented transportation improvements through the CMP Local Implementation Report.

- Self-Certification: Local jurisdictions report their implementation of CMP requirements through the annual adoption and submittal of a resolution self-certifying conformance with the CMP and incorporating the Local Implementation Report.

The 1997 CMP spells out the details of these basic requirements and discusses other roles for local agencies. The 1999 CMP Report contains revised instructions and reporting forms for the local highway monitoring requirement (see Appendix A), and revised forms for preparing the Local Implementation Report as a part of the Countywide Deficiency Plan (see Appendix B).

Other organizations also have a role to play in the development and implementation of the CMP. These include the MTA, transit operators, the California Department of Transportation (Caltrans), the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), private developers, and others. The 1997 CMP discusses the responsibilities of these organizations as well.

"The Countywide Deficiency Plan is the local requirement that receives the most attention in Los Angeles."

To date, the 89 local agencies in Los Angeles County have maintained 100% compliance with the CMP.

1.4 THE COUNTYWIDE DEFICIENCY PLAN

The Countywide Deficiency Plan is the local requirement that receives the most attention in Los Angeles. The Countywide Deficiency Plan requires local agencies to offset a portion of the impact their new development has on regional mobility, by implementing or participating in transportation improvements. Local responsibilities and actions are tracked through a point system which reflects the impact of local growth ("debits") and benefits of improvements ("credits"). Local agencies must have a positive balance of credits over debits to maintain CMP conformance.

This approach was originally chosen because it was best able to meet CMP statute, while recognizing the complex nature of

congestion in Los Angeles and without imposing undue administrative burdens on local agencies or the private sector. It was first incorporated into the CMP in 1993 with the consensus of cities, developers, environmentalists, and others. Since then, CMP updates have concentrated on expanding ways in which local agencies can earn credits.

The CMP "Toolbox of Mitigation Strategies" now contains 65 strategies for which local agencies can earn CMP credit. The "Toolbox" provides credit for various types of strategies including:

- Land uses which reduce travel demand such as development near transit and mixed-use development.
- Capital improvements such as new freeways, road improvements, bus or rail stations, or bicycle lanes.
- Transit Services such as local or commuter bus services, shuttles, and dial-a-ride services.
- Transportation Demand Management (TDM) programs and facilities that are designed to reduce travel demand. Examples include rideshare programs, transit subsidies, parking management programs, and telecommunications.

1.5 DEVELOPING THE 1999 CMP

In preparing to develop the 1999 CMP, staff focused on possible amendments to the program that would streamline local responsibilities, facilitate conformance, and maintain an effective program consistent with statutory requirements. Staff was aware that some local agencies were interested in exploring potential alternatives to the debit/credit approach for the deficiency plan.

". . . some local agencies were interested in exploring potential alternatives to the debit/credit approach for the deficiency plan."

Many smaller, built-out agencies in particular have expressed concern about their continuing ability to maintain compliance with the CMP, especially in light of the end of the recession and associated increase in growth. They feel that the ways they can earn CMP credits are more limited than for larger, growing jurisdictions.

In late 1998 staff circulated a proposal for an alternative deficiency plan approach for review and comment. This

alternative would have eliminated the current system of debits and credits and instead relied on the existing MTA Call for Projects to meet deficiency plan requirements in CMP statute.

While some cities indicated their support for adopting this alternative that relied on the MTA Call for Projects as the new deficiency plan for Los Angeles, other cities indicated their support for retaining the current debit/credit approach and their opposition to the Call for Projects deficiency plan alternative. MTA formed a Policy Advisory Committee (PAC) to determine if a consensus alternative could be developed in time to incorporate into the 1999 CMP. The Committee was comprised of representatives from cities throughout Los Angeles County, the County of Los Angeles, Caltrans, SCAG, AQMD, and the private sector. The 1999 PAC membership is shown in Appendix C.

The PAC was not able to develop consensus for any changes to the CMP deficiency plan requirements. Consequently, the 1999 CMP does not include any changes to local CMP requirements. The deficiency plan will be the focus for changes to the CMP for the next update in 2001. This is further discussed in Chapter 5.

The following chapters of this document summarize monitoring data gathered through the CMP including information about performance of the highway system, growth around the county, and mobility improvements. The final chapter discusses recommendations for the CMP including direction for developing the 2001 CMP.

"The deficiency plan will be the focus for changes to the CMP for the next update in 2001."

CHAPTER 2

HIGHWAY MONITORING

2.0 INTRODUCTION

CMP statute mandates that highway system performance be monitored to determine the degree to which required standards for level of service are being maintained. The Congestion Management Program for Los Angeles County monitors traffic on over 1,000 miles of roadways, including approximately 500 miles of freeways, 400 miles of state maintained arterials, and 100 miles of locally maintained arterials (Exhibits 2-1 and 2-2). This is accomplished through traffic counts, level of service calculations, and collecting information about lane configuration and signal phasing.

Caltrans provides information about Los Angeles County freeways including traffic volumes in each direction during morning and evening peak hours and level of service (LOS) data. Forty-seven cities and the County of Los Angeles provide traffic counts and LOS data at selected CMP arterial intersections for both morning and evening peak hours. This biennial, multi-jurisdictional effort provides a foundation for assessing the overall performance of the highway system in Los Angeles County.

"This biennial, multi-jurisdictional effort provides a foundation for assessing the overall performance of the highway system in Los Angeles County."

The CMP uses "level of service" (LOS) as the measuring stick for system performance. Exhibits 2-3 and 2-4 illustrate the different level of congestion that is reached at each of the six LOS values (A to F). The CMP standard for roadway performance is LOS "E." For facilities that were already at LOS "F" (fully impacted) before the first CMP was adopted in 1992, traffic congestion is to be maintained or improved.

2.1 CURRENT HIGHWAY PERFORMANCE

Cities, Los Angeles County and Caltrans again monitored the performance of the CMP Highway and Roadway system in 1999. A map depicting the Level of Service (LOS) in the morning and evening peak periods is shown in Exhibits 2-5 and 2-6. A depiction of where the system has changed substantially since 1992 is shown in Exhibit 2-7. For CMP purposes, a substantial

Exhibit 2-1

1999 CMP HIGHWAY AND ROADWAY SYSTEM

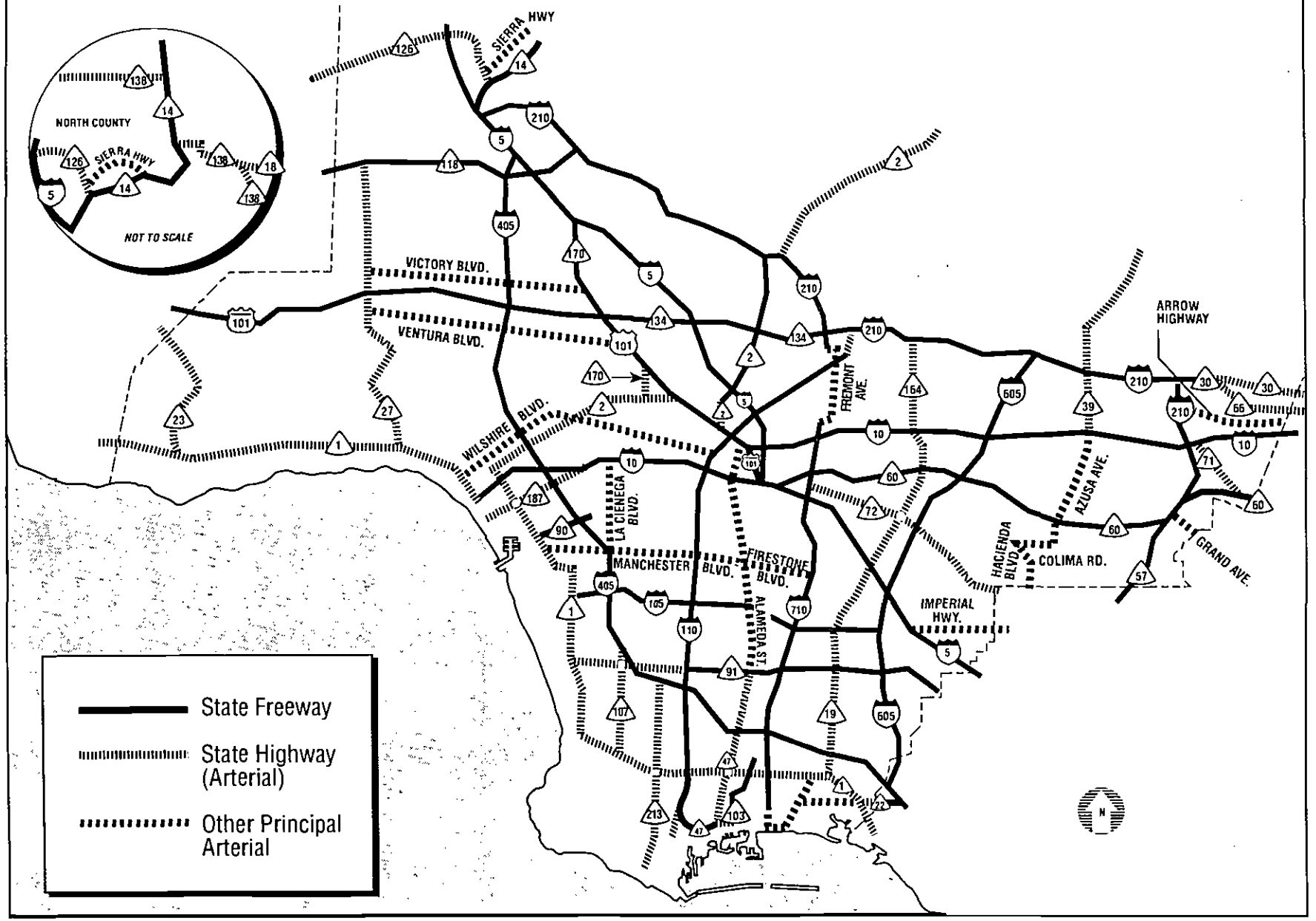

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Exhibit 2-2

1999 CMP HIGHWAY AND ROADWAY SYSTEM

State Route	FREEWAY/Arterial Name
1	Pacific Coast Highway, Palisades Beach Road, Lincoln Boulevard, Sepulveda Boulevard
2	Santa Monica Boulevard, Alvarado Street, Glendale Boulevard, GLENDALE FREEWAY, Angeles Crest Highway
5	SANTA ANA FREEWAY, GOLDEN STATE FREEWAY
10	SANTA MONICA FREEWAY, SAN BERNARDINO FREEWAY
14	ANTELOPE VALLEY FREEWAY
18	Pearblossom Highway
19/164	Lakewood Boulevard, Rosemead Boulevard
22	7th Street, GARDEN GROVE FREEWAY
23	Decker Canyon Road
27	Topanga Canyon Road
30	FOOTHILL FREEWAY, Baseline Road, Williams Avenue, College Way
39	Azusa Avenue, San Gabriel Canyon Road
47	Vincent Thomas Bridge, Henry Ford Avenue, Alameda Street
57	ORANGE FREEWAY
60	POMONA FREEWAY
66	Foothill Boulevard
71	Corona Expressway
72	Whittier Boulevard
90	Marina Expresssway, MARINA FREEWAY
91	Artesia Boulvard, GARDENA FREEWAY, ARTESIA FREEWAY
101	SANTA ANA FREEWAY (SPUR), HOLLYWOOD FREEWAY, VENTURA FREEWAY
103	TERMINAL ISLAND FREEWAY
105	GLENN ANDERSON FREEWAY
107	Hawthorne Boulevard
110	Gaffey Street, HARBOR FREEWAY, PASADENA FREEWAY, Arroyo Parkway
118	SIMI VALLEY FREEWAY, SAN FERNANDO VALLEY FREEWAY
126	Henry Mayo Drive, Magic Mountain Parkway, San Fernando Road
134	VENTURA FREEWAY
138	Neenach Road, Avenue D, Palmdale Boulevard, 47th Street East, Fort Tejon Road Pearblossum Highway, Antelope Highway
170	Highland Avenue, HOLLYWOOD FREEWAY
187	Venice Boulevard
210	FOOTHILL FREEWAY
213	Western Avenue
405	SAN DIEGO FREEWAY
605	SAN GABRIEL RIVER FREEWAY
710	LONG BEACH FREEWAY, Pasadena Avenue, St. John Avenue

Principal Arterial	Limits
Alameda Street	Port of Los Angeles to Route 101
Alamitos Avenue	Ocean Boulevard to Pacific Coast Highway
Arrow Highway	Route 210 to San Bernardino County
Azusa Avenue	Colima Road to Route 10
Colima Road	Hacienda Boulevard to Azusa Avenue
Fremont Avenue	Valley Boulevard to Columbia Street
Grand Avenue	Route 57 to San Bernardino County
Hacienda Boulevard	Orange County to Colima Road
Imperial Highway	Route 5 to Orange County
La Cienega Boulevard	Route 405 to Route 10
Manchester/Firestone Blvd.	Route 710 to Lincoln Boulevard
Seventh Street	Alamitos Avenue to Pacific Coast Highway
Sierra Highway	Route 126 to Route 14 (at Red Rover Mine Road)
Shoreline Drive	Route 710 to Ocean Boulevard
Valley Boulevard	Route 710 to Fremont Avenue
Ventura Boulevard	Topanga Canyon Boulevard to Lankershim Boulevard
Victory Boulevard	Topanga Canyon Boulevard to Route 170
Wilshire Boulevard	Ocean Boulevard to Route 110

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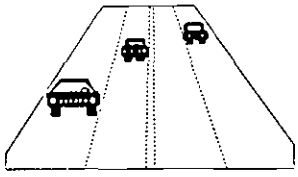
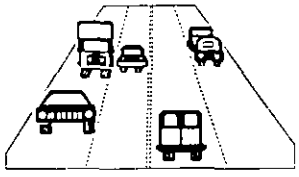
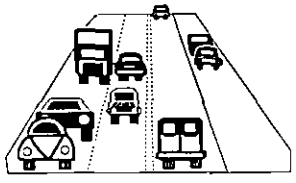
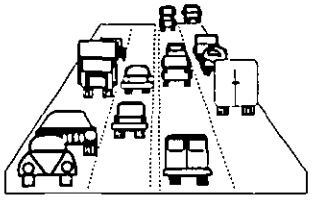
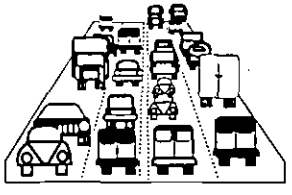
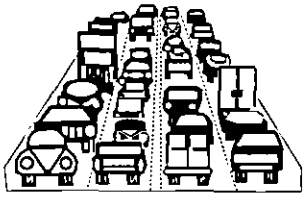
Exhibit- 2-3

LEVELS OF SERVICE FOR FREEWAY SEGMENTS

Level of service		Flow conditions	Technical Descriptors: Demand-to-Capacity (D/C) Ratio	Operating speed	Delay	Service rating
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	0.01-0.35	55+	None	Good
B		Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	0.36-0.54	50	None	Good
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.	0.55-0.77	45	Minimal	Adequate
D		Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.	0.78-0.93	40	Minimal	Adequate
E		Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.	0.94-1.00	35	Significant	Poor
F		Forced traffic flow. Speed and flow may drop to zero with high densities	>1.00	<20	Considerable	Poor

0677JM1099

Exhibit 2-4

LEVELS OF SERVICE FOR INTERSECTIONS

Level of Service	Volume - To Capacity (V/C) Ratio	Operating Conditions
A	0.00 - 0.60	At level of service A there are no cycles which are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 - 0.70	Level of service B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	>0.70 - 0.80	In level of service C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 - 0.90	Level of service D encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 - 1.00	Level of service E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	Level of service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

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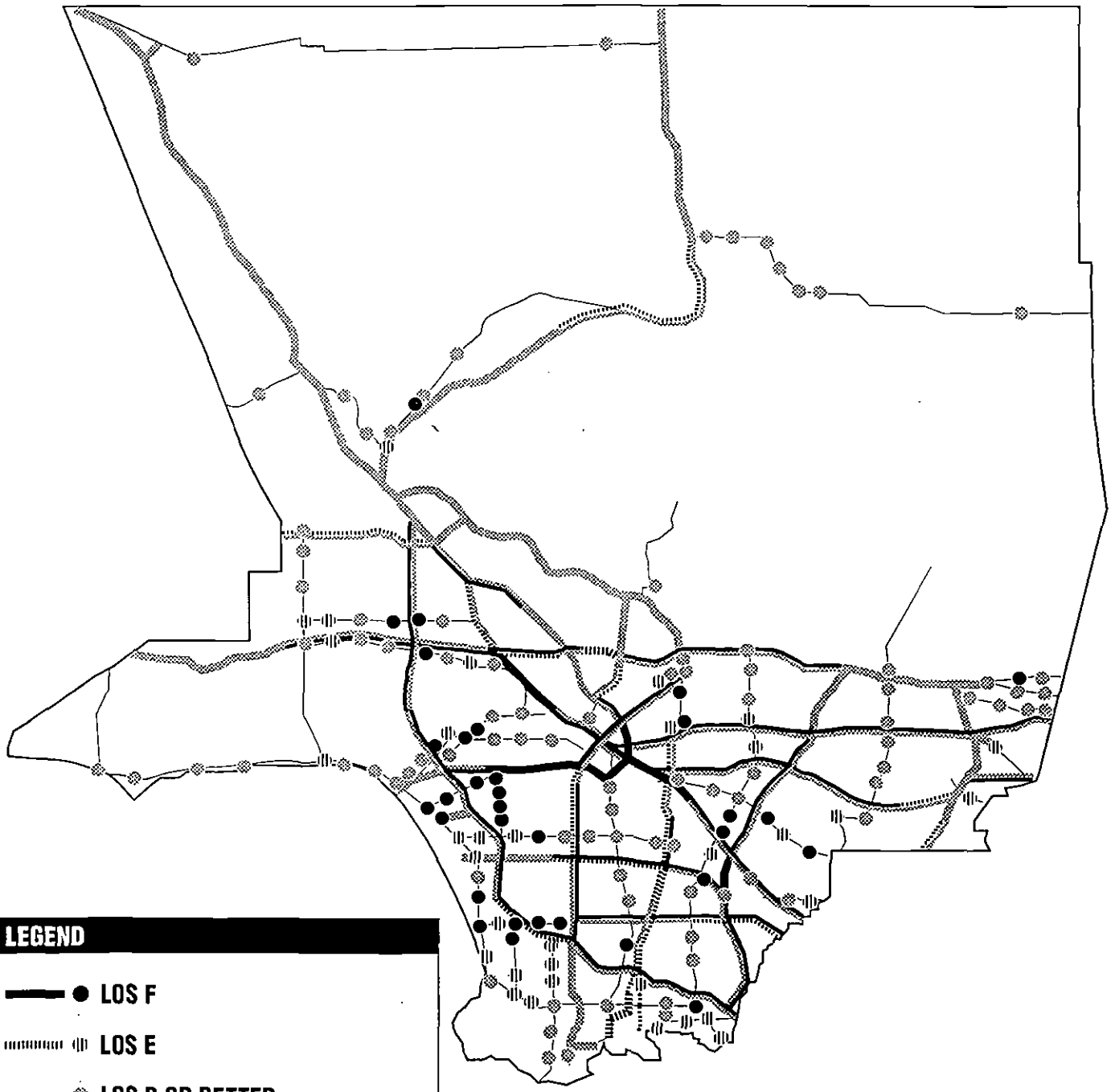
Exhibit 2-5

1999 CMP HIGHWAY SYSTEM AM PEAK LEVELS OF SERVICE



LEGEND

- LOS F
- LOS E
- LOS D OR BETTER

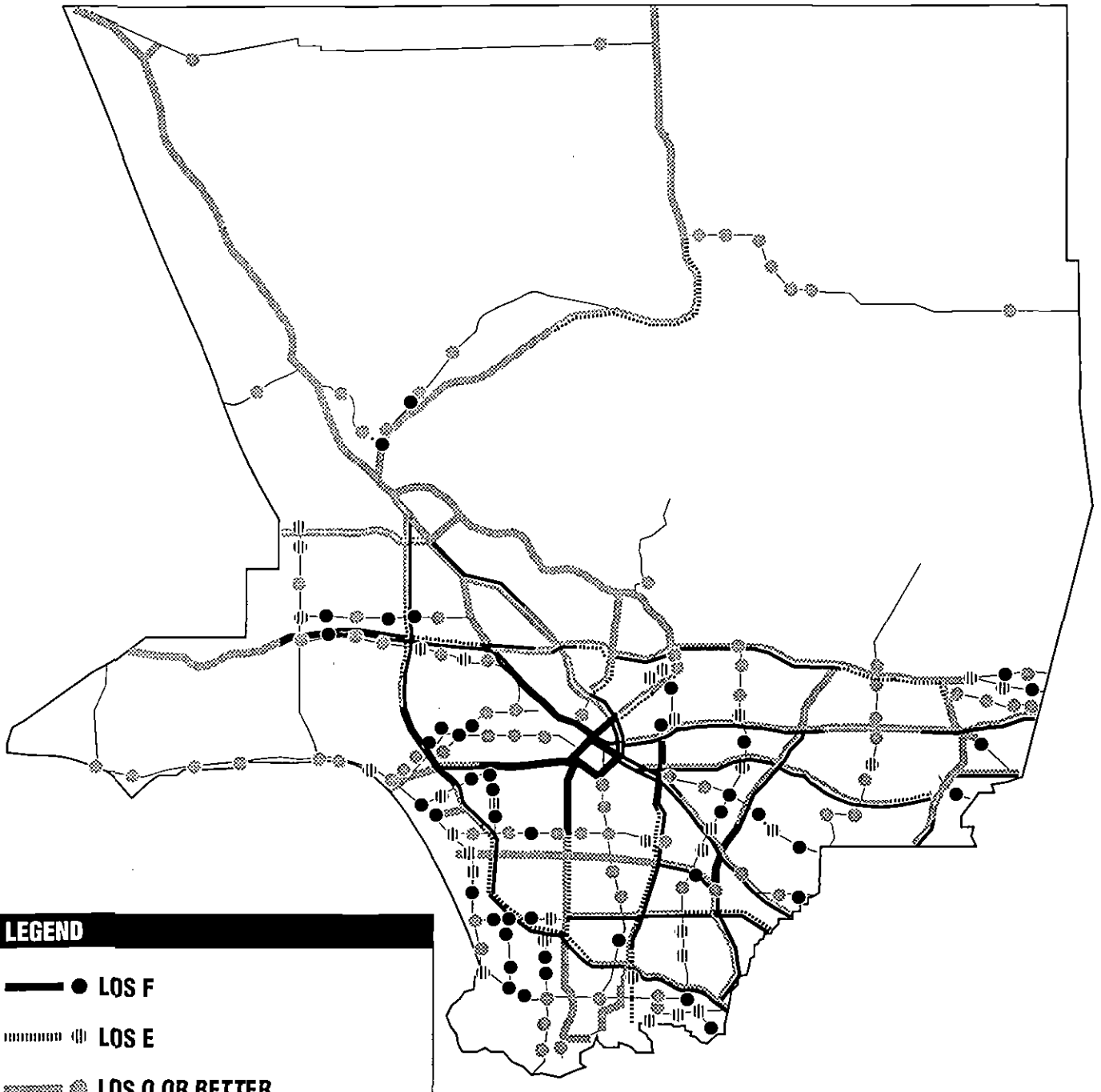
Circles indicate arterial intersections.

Bars indicate freeway segments. *Freeway segment* congestion is schematically represented through interpolation of CMP monitoring station data provided in Appendix A.

0.0678TR10

Exhibit 2-6

1999 CMP HIGHWAY SYSTEM PM PEAK LEVELS OF SERVICE



LEGEND

- LOS F
- LOS E
- LOS D OR BETTER

Circles indicate arterial intersections.

Bars indicate freeway segments. Freeway segment congestion is schematically represented through interpolation of CMP monitoring station data provided in Appendix A.

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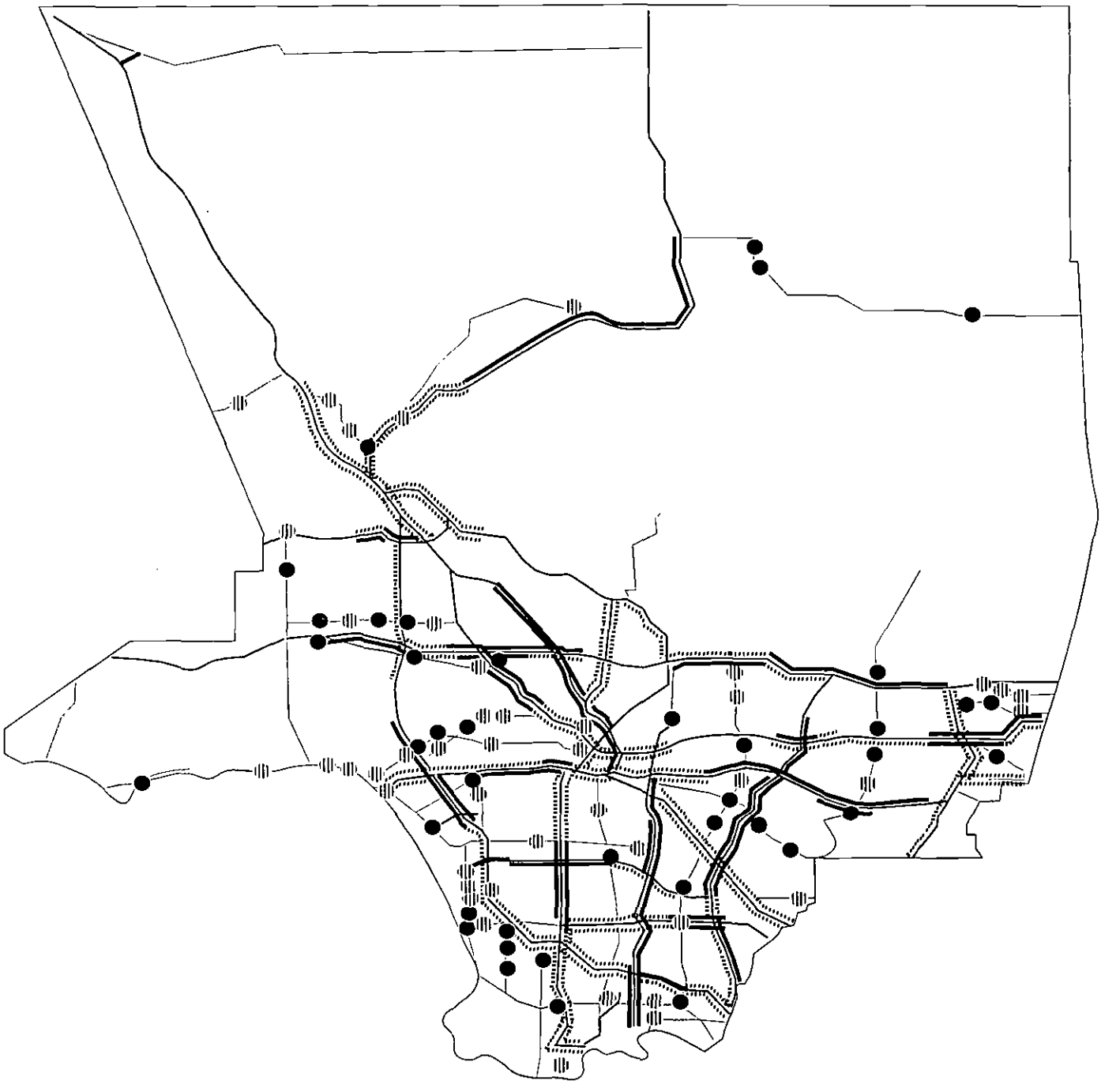
Exhibit 2-7

1992-99 SUBSTANTIAL CHANGES IN TRAFFIC CONGESTION



LEGEND

● **WORSENED**

IMPROVED

Circles indicate monitored arterial intersections that changed 0.10 or more in V/C ratio and changed LOS.

Bars indicate freeway segments near monitoring stations that changed 0.10 or more in D/C ratio and changed LOS.

0-0597PC9

change in highway/roadway performance is defined as an increase or decrease in demand of at least 10% accompanied by a change in the LOS ranking. Additional details about the monitoring results are provided in Appendix A.

The following discussion and conclusions summarize data collected through the CMP Highway Monitoring Program for the years 1992, 1993, 1995, 1997 and 1999.

2.1.1 Freeways

For CMP analysis, Caltrans divides the 500 mile system of freeways into 80 segments. To account for each direction of traffic flow, this can be viewed as 1000 miles or 160 segments. Caltrans gathers data about the performance of this system for both the morning and afternoon peak periods.

In general, the data indicates that there has not been a substantial change in congestion between 1992 and 1999. While the area has experienced fluctuations in congestion, these have all occurred within a fairly narrow band.

In addition, the Los Angeles freeway system continues to be highly congested. Nearly half of the system operates at Levels of Service "E" and "F" -- the two most congested designations -- during both the morning and afternoon peak periods. Exhibits 2-8 and 2-9 show the proportion of the system at various LOS levels for the last four monitoring periods.

"Nearly half of the system operates at Levels of Service "E" and "F" -- the two most congested designations . . ."

Exhibit 2-8

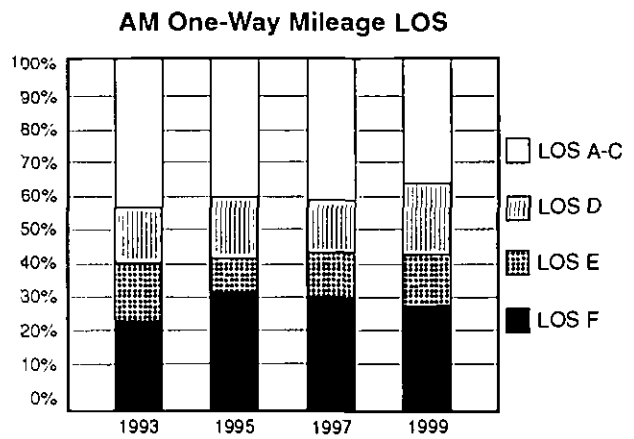
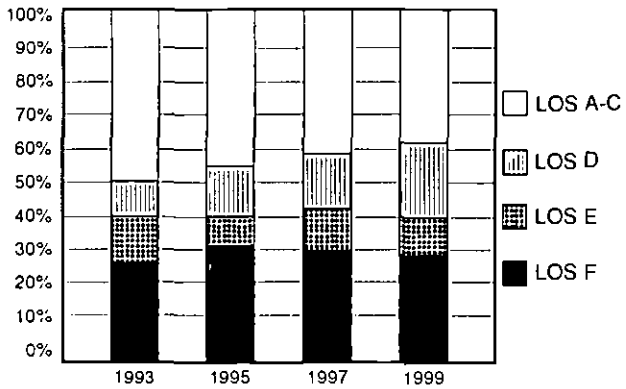


Exhibit 2-9

PM One-Way Mileage LOS



The commute patterns for many urban areas often indicate congestion flowing toward a central core in the morning with the reverse flow in the afternoon. Los Angeles has several areas where business activity is concentrated, besides downtown, and the travel patterns are often more complex.

Many freeways experience heavy congestion in both directions during peak periods. These include the Santa Monica Freeway (I-10) west of downtown Los Angeles; the San Diego Freeway (I-405) in the South Bay area, around Los Angeles International Airport, and through the West Los Angeles area; portions of the Ventura Freeway (SR-101) in the San Fernando Valley; the Hollywood Freeway (SR-101) between the San Fernando Valley and downtown Los Angeles; and portions of the Harbor Freeway (SR-110) south of downtown Los Angeles.

"Many freeways experience heavy congestion in both directions during one or both of the peak periods."

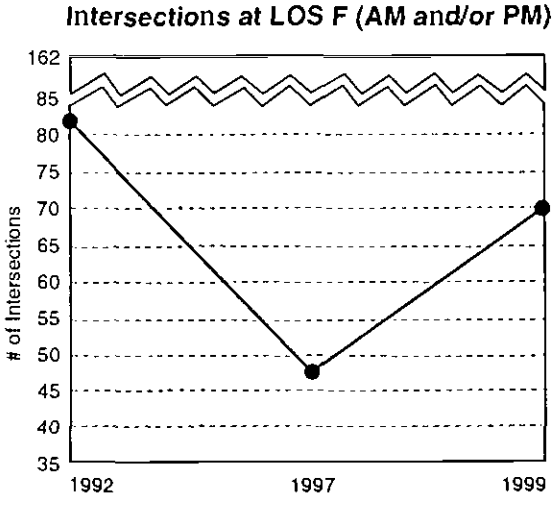
CMP data indicates more traditional commute patterns for other freeways. This is particularly evident in the San Gabriel Valley where the Foothill (I-210), San Bernardino (I-10), and Pomona (SR-60) Freeways experience heavy west-bound traffic in the morning, and heavy east-bound traffic in the afternoon. Similar differences between the morning and afternoon are also evident along portions of the Antelope Valley Freeway (SR-14), portions of the Long Beach Freeway (I-710), and the Golden State/Santa Ana (I-5) Freeway. With growth anticipated to be the fastest in the northern and eastern portions of the County, and in the adjacent counties to our south and east, the CMP will monitor congestion levels and changes in commute patterns change in growth areas.

2.1.2 Arterials

CMP arterials exhibited similar characteristics as freeways during the seven year monitoring period of 1992 through 1999. While there were fluctuations, the changes for the system overall were not significant. In addition, nearly half of the monitored intersections were operating at the most congested level of LOS "F" in either the AM or PM peak hour or both.

CMP monitoring did indicate one interesting characteristic. The number of intersections operating at LOS "F" dropped sharply between 1992 and 1997, and then turned sharply upward again in 1999. See Exhibit 2-9 below. This may be due to the drop-off in traffic associated with the recession of the early and mid-1990's, and an increase resulting from the current recovery. If this is the case, increases in congestion on arterials may be a continuing trend.

Exhibit 2-10



". . . nearly half of the monitored intersections were operating at the most congested level of LOS "F" in either the AM or PM peak hour or both."

CHAPTER 3

GROWTH

3.0 GROWTH

In 1995, local jurisdictions began to report building permit activity (construction and demolitions) as part of the Countywide Deficiency Plan process, through the submittal of their annual Local Implementation Reports (LIR). From June 1, 1994 through May 31, 1998, permits for 35,151 new residential dwelling units, and 56.8 million square feet of non-residential (commercial, industrial and office) buildings were issued.

The rate of growth in new residential development during this three year period was well below the anticipated need for Los Angeles County. Between 1990 and 1995, county population increased by about 500,000 to 9.3 million people. With just over 35,000 new dwelling units constructed during that period, this population increase would be accommodated at an unrealistic rate of 14 people per household. By 2020, the population is expected to increase by an additional 2.9 million people to 12.2 million. Using a conservative ratio of 2.5 persons per household, the current building rate would provide for only 19% of the anticipated population growth. The CMP will continue to monitor building data to see whether the current housing boom effects the observed trends.

"... 41 cities accounted for less than 5% of all new development activity, while the 10 most active jurisdictions reported 60% of total new development activity."

This growth was not evenly dispersed across Los Angeles County. The County consists of 89 local jurisdictions each with the authority to make land use decisions within their boundaries. Of these, forty-one (41) cities accounted for less than 5% of all new development activity, while the ten (10) most active jurisdictions reported 60% of total new development activity. These ten jurisdictions, in order, are:

1. Los Angeles City
2. Los Angeles County
3. Santa Clarita
4. Long Beach
5. Lancaster
6. Torrance
7. Industry
8. Glendale
9. Burbank
10. Santa Fe Springs

A listing of each jurisdiction's development activity ("debits") and their transportation programs/improvements ("credits") is provided in Appendix D.

For review purposes, the CMP also evaluates this data for seven County sub-areas. Five of these sub-areas are the incorporated cities of the San Fernando Valley/North County, the Westside, South Bay, Southeast, and San Gabriel Valley areas of Los Angeles.

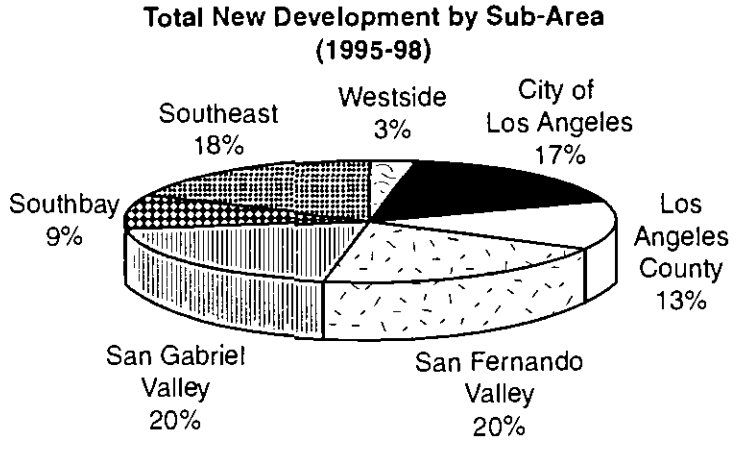
The other two sub-areas are the City of Los Angeles, and the unincorporated portions of Los Angeles County. These two are therefore both individual jurisdictions and CMP sub-areas. Together they accounted for 31% of the new development during the three year period. As individual jurisdictions, they generated the first and second highest amount of growth out of the 89 jurisdictions, respectively. As one of the seven sub-areas however, they ranked fourth and fifth.

As sub-areas, the incorporated cities of the San Gabriel Valley and San Fernando Valley/North County collectively had the most new development activity, with each sub-area accounting for 20% of countywide building. The City of Industry in the San Gabriel Valley sub-area was the seventh ranked jurisdiction in terms of new development. The San Fernando Valley/North County sub-area (excluding communities of the incorporated City of Los Angeles and unincorporated Los Angeles County within this sub-area) had four of the ten most active local jurisdictions (Santa Clarita, Lancaster, Glendale and Burbank).

The Southeast sub-area ranked third for its 18% share of countywide growth. This sub-area includes the Cities of Long Beach and Santa Fe Springs, who ranked fourth and tenth respectively among local jurisdiction in terms of new development activity. As indicated earlier, the City of Los Angeles ranked fourth as a sub-area, but was first as a local jurisdiction, with 17% of countywide new development. The South Bay sub-area captured 9% of new development in the county, while the Westside sub-area received 3%. The City of Torrance in the South Bay sub-area also ranked among the top ten growth jurisdictions.

". . . the City of Los Angeles, and the unincorporated portions of Los Angeles County . . . accounted for 31% of the new development during the three year period."

Exhibit 3-1



3.0.1 Net Growth

An important variable of the CMP is the actual "net" growth that each jurisdiction receives. Local responsibility for mitigation of impacts to the regional transportation system is based upon the net increase in land use build-out that occurs each year, or the actual gain in developed land uses. Net growth for the CMP subtracts from the total new development both the land uses exempted by statute (such as low income housing) and buildings that are demolished. Taking these adjustments into account, the distribution of net growth for 1995 through 1998 was:

- San Fernando Valley/North County 27.4%
- San Gabriel Valley 23.7%
- Unincorporated Los Angeles County 21.1%
- South Bay 9.6%
- Southeast 9.5%
- City of Los Angeles 5.7%
- Westside 3.0%

Net growth during 1995 - 1998 equaled 57% of total new development in the County, due to significant demolition

"Local responsibility for mitigation of impacts to the regional transportation system is based upon the net increase in land use build-out that occurs each year . . ."

activity, predominately in the industrial sector. Much of this demolition represents the recycling of land that is being prepared for redevelopment. Future LIRs will track this process of reuse.

3.1 RESIDENTIAL DEVELOPMENT

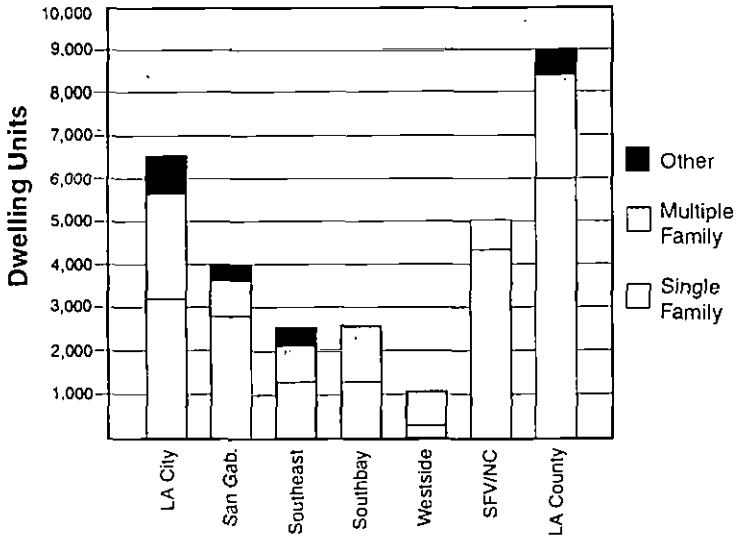
Data supplied through the CMP Local Implementation Reports for years 1995 through 1998 revealed the following information regarding building permits for new residential dwelling units:

■ Single Family Dwelling Units	20,166
■ Multiple Family Dwelling Units	7,613
■ Low Income Dwelling Units	3,751
■ Group Quarters	2,702
■ CMP Exempt Dwellings	919
Total Net Dwelling Units	**35,151**

A review of the total dwelling units and housing type by sub-area is shown in Exhibit 3-2.

Exhibit 3-2

1995-1998 New Residential Development by Sub-Area



"Much of this demolition represents the recycling of land that is being prepared for redevelopment."

3.2 NON-RESIDENTIAL DEVELOPMENT

From 1995 through 1998, 56.8 million square feet of non-residential development occurred countywide, in the following land use categories:

- Commercial 18.2 million square feet (32.0%)
- Office 18.8 million square feet (33.1%)
- Industrial/Other 19.8 million square feet (34.9%)

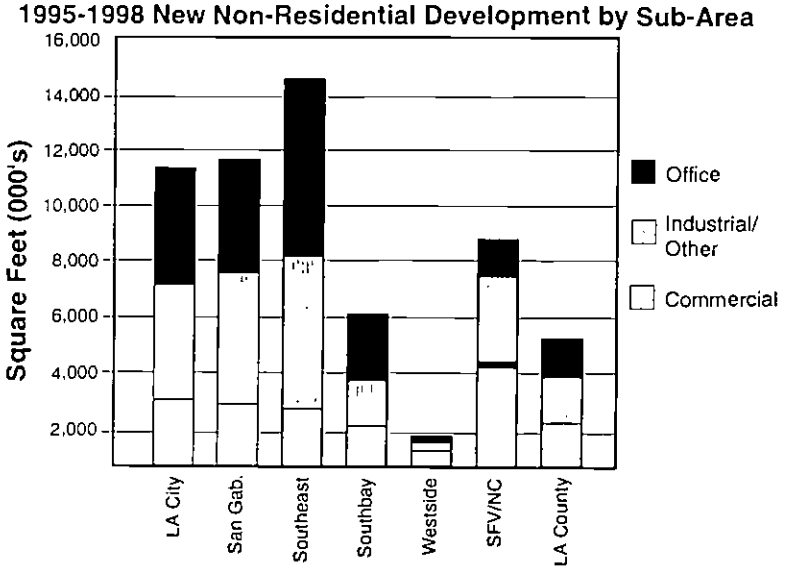
With 26% of the new non-residential development in the county during 1995-1998, the Southeast sub-area ranked the highest in this category of growth. The share of non-residential growth for all sub-areas included:

- Southeast 25.9%
- City of Los Angeles 19.9%
- San Gabriel Valley 20.1%
- San Fernando Valley/North County 15.5%
- Los Angeles County 8.2%
- South Bay 8.2%
- Westside 2.3%

"With 26% of the new non-residential development . . .the Southeast sub-area was the first in this category of growth."

Exhibit 3-3 below illustrates the composition and quantity of commercial, industrial and office development within each sub-area during the 1995 - 1998 review period.

Exhibit 3-3



CHAPTER 4

MOBILITY IMPROVEMENTS

4.0 MOBILITY IMPROVEMENTS

This section reviews the accomplishments of both the MTA and the local jurisdictions in implementing mitigation strategies that offset the traffic impacts of new development. The strategies are arranged by their mobility groups, and compared by MTA sub-area. For purposes of this CMP, the mobility groups include:

- Capital improvements such as new freeways, road improvements, bus or rail stations, or bicycle lanes.
- Transportation systems management such as synchronization of traffic signals.
- Transit Services such as local or commuter bus services, shuttles, and dial-a-ride services.
- Transportation Demand Management (TDM) programs and facilities that are designed to reduce travel demand. Examples include rideshare programs, transit subsidies, parking management programs, and telecommunications.
- Land uses which reduce travel demand such as development near transit and mixed-use development.

"Local mitigation strategies . . . have eliminated or accommodated approximately 3.7 million daily vehicle miles of travel (VMT).

For more information, including examples and definitions of the mobility groups, refer to Chapter 11 and Appendix F of the 1997 CMP.

Local mitigation strategies credited by the CMP through 1998 have eliminated or accommodated approximately 3.7 million daily vehicles miles of travel (VMT). Exhibit 4-1 illustrates what percentage of the total VMT eliminated or accommodated that each mobility group attained during the study period of 1990-1998. For more information about how VMT is calculated for the strategies in each mobility group, refer to the "Countywide Deficiency Plan Background Study."

Exhibit 4-1

Percent of VMT Reduced for Strategies Employed by Local Jurisdictions (1990-98)

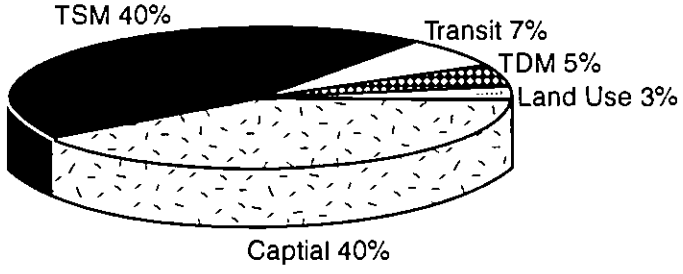
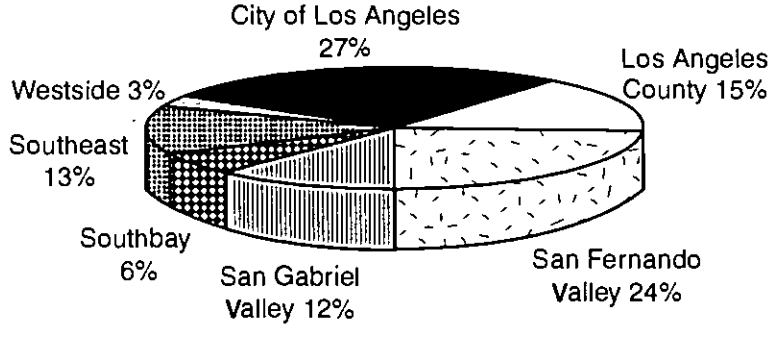


Exhibit 4-2 illustrates how each of the seven sub-areas performed in implementing CMP Deficiency Plan Toolbox strategies. The City of Los Angeles produced 27% of all VMT reduced or accommodated, based upon Local Implementation Report data covering 1990 through June 1, 1998. The sub-area with the second highest share was the San Fernando Valley/North County area, at 24% of total VMT eliminated or accommodated.

"The City of Los Angeles produced 27% of all VMT reduced or accommodated . . ."

Exhibit 4-2

Percent of Total VMT Reduced or Accommodated by Sub-Area (1990-98)



4.1 CAPITAL IMPROVEMENT/TSM STRATEGIES

Transportation System Management (TSM) strategies generated the most mobility benefits during the study period (1990-1998). Forty-five percent of the total VMT reduced or accommodated by local jurisdictions' implementation of the Countywide Deficiency Plan came from this category. Of these, signal synchronization, traffic signal surveillance and control, and intersection modifications were employed most frequently. TSM strategies are relatively inexpensive when compared to the traffic benefits they produce, which to a large degree explains their popularity with local jurisdictions.

In the Capital Improvement group, general use highway lanes, freeway ramp modifications and rail stations generated the most VMT reduction benefits. As a group, capital improvements comprised 40% of the VMT eliminated/accommodated through the CMP Toolbox from 1990 through 1998. Capital improvements include the more traditional approaches to increasing system capacity. While expensive to implement, they provide focused capacity enhancement for the facilities that require improvement. The local share of the implemented strategies in these two highway-related strategy groups represents a total accommodation of 2.8 million VMT per day. The VMT accommodated with these strategies by local jurisdictions is listed in the following table by sub-area.

"Transportation System Management Strategies generated the most mobility benefits during the study period (1990 - 1998)."

Daily VMT Accommodated by Capital Improvement and TSM Strategies

MTA Sub-Area	1990-1997	1998	Total VMT
City of Los Angeles	836,512	72,003	908,515
San Fernando Vly/N. Co.	702,251	47,814	750,065
County of LA	407,355	83,207	490,562
San Gabriel Valley	336,297	26,064	362,361
Southeast	296,574	37,773	334,347
South Bay	188,492	7,583	196,075
Westside	44,075	1,693	45,768
Total Daily VMT Accommodated	**2,811,556**	**276,137**	**3,087,693**

4.2 TRANSIT STRATEGIES

The transit strategy group was used by local jurisdictions for 7% of the total VMT reduced through the CMP Deficiency Plan program. These strategies include local shuttles, rail feeder services, and paratransit services. In this case, many of

the local transit services implemented throughout the county existed prior to 1990, and therefore only the new benefits from increased ridership after January 1, 1990 is included in these figures. As indicated in Chapter 6 of the 1997 CMP, local transit services have an average weekday ridership of 1.6 million passengers, and are a significant contributor in the effort to reduce congestion in Los Angeles County.

Daily VMT Reduced by Transit Strategies

MTA Sub-Area	1990-1997	1998	Totals
San Fernando Valley/ North County	78,437	13,982	92,419
City of Los Angeles	49,882	7,889	57,771
San Gabriel Valley	15,249	18,241	33,490
County of LA	18,377	7,946	26,323
Southeast	18,768	3,826	22,594
South Bay	20,126	248	20,374
Westside	5,870	13,010	18,880
Total Daily VMT Reduced	**206,709**	**65,142**	**271,851**

4.3 TDM STRATEGIES

During the 7 year study period, local jurisdictions implemented 563 transportation demand management strategies through the CMP Deficiency Plan, generating a reduction of over 170,000 VMT per day. Examples of TDM strategies include voluntary employer rideshare programs, transit fare subsidy programs, parking pricing and telecommunications. These strategies provide low cost travel solutions that reduce or eliminate demand on the freeways and roads. This is critical because improved mobility will not be achieved solely by expanding transportation supply. The following table breaks this total down by sub-area and year.

". . . local jurisdictions implemented 563 transportation demand management strategies . . . generating a reduction of over 170,000 VMT per day."

Daily VMT Reduced by TDM Strategies

MTA Sub-Area	1990-1997	1998	Totals
San Gabriel Valley	35,700	1,505	37,205
San Fernando Valley/ North County	33,486	3,561	37,047
Westside	26,829	2,567	29,396
City of Los Angeles	21,461	4,191	25,652
Southeast	18,024	1,519	19,543
County of LA	14,612	184	14,796
South Bay	9,412	427	9,839
Total Daily VMT Reduced	**159,524**	**13,954**	**173,478**

4.4 LAND USE STRATEGIES

CMP land use strategies generated the least VMT reduction during 1990-1998, with 3% of the total VMT reduced by local jurisdictions. Examples of land use strategies include transit-adjacent development, mixed-use development and child care facilities within employment generating land uses. This low level is attributed to several factors, including:

- Limited new development due to the recent recession;
- High land use density requirements and low transit headway requirements prior to the 1997 CMP made it difficult for many jurisdictions to take advantage of these strategies; and
- Most of the transportation centers that these policies require were either recently completed or still remain under construction.

The 1997 CMP made numerous changes to the Deficiency Plan Toolbox that will encourage more local jurisdictions to implement land use strategies. The multi-modal transportation center strategy (No. 223), and its related land use strategies (Nos. 131-136), now allows lower density, suburban cities to receive credit for making their new development projects accessible by transit, bicycles and walking (see Appendix F of the 1997 CMP).

". . . the Deficiency Plan Toolbox . . . now allows lower density, suburban cities to receive credit for making their new development projects accessible by transit, bicycles and walking."

The following table distributes the daily VMT reduced by land use strategies during the seven year study period:

Daily VMT Reduced by Land Use Strategies

MTA Sub-Area	1990-1997	1998	Total
County of LA	2,294	19,460	21,754
San Fernando Valley/ North County	20,099	782	20,881
City of Los Angeles	18,860	390	19,250
Southeast	16,640	0	16,640
San Gabriel Valley	11,127	877	12,004
Westside	4,345	440	4,785
South Bay	1,694	821	2,515
Total Daily VMT Reduced	**75,059**	**22,770**	**97,829**

4.5 REGIONAL CONGESTION MANAGEMENT STRATEGIES

The MTA serves a dual role as both a funding and operating partner with local jurisdictions. While the MTA does not receive CMP credits for the improvements it implements or funds, the same methodology can be used to value the mobility benefit of these improvements.

During the seven year reporting period, the MTA is responsible for strategies contained in the CMP that have accommodated or reduced in excess of 7.9 million average weekday VMT. Out of more than 3,000 total strategies that have received credit through the CMP, MTA has provided sixty percent (60%) of the funding for approximately 500 strategies sponsored by local jurisdictions through its biennial Call for Projects transportation funding process through 1998. The MTA share of these jointly funded strategies under the CMP was 1.2 million average weekday VMT.

The other two main categories of MTA improvements which can be valued using the CMP methodology were capital improvements to both the regional rail and Freeway HOV systems. Capital improvement projects to Metro Rail (Red, Green and Blue Lines), and to Metrolink (Union Station Only) currently generate a total of 124,000 average weekday boardings. The rail system is estimated to reduce weekday VMT on the CMP highway network by more than two (2) million vehicle miles. Freeway HOV projects, including over 180 highway miles that have been completed or are under construction, reduce an additional 4.6 million VMT.

The table on the page following summarizes the benefit added to the CMP network by MTA funding and operational programs.

". . . the MTA is responsible for strategies contained in the CMP that have accommodated or reduced in excess of 7.9 million average weekday VMT."

MTA Credit Value for Joint-Funded Strategies Reported in LIRs 1990-1998

	Number of Strategies	Local Share	MTA Share	MTA VMT
Transit Strategies	63	57,832	40,084	27,875
TDM Strategies	30	23,617	264,900	184,214
TSM Strategies	312	656,399	1,226,197	852,710
Capital Imp. Strategies	89	298,309	199,067	138,433
Totals	**494**	**1,036,157**	**1,730,249**	**1,203,233**
Percent of Total		**37%**	**63%**	

MTA Credit Value for Strategies Not Reported in LIRs 1990-1998

Commuter Rail[1]	142,980	
Total Metro Red Line Credits	1,957,082	
Total Metro Blue Line Credits	426,398	
Total Metro Green Line Credits	395,819	
Subtotal Rail Capital Improvements	**2,922,279**	**2,032,183**
High Occupancy Vehicle (HOV) Lanes		
Completed Projects[2]	5,059,200	
Projects Under Construction[3]	1,599,360	
Subtotal HOV Lanes	**6,658,560**	**4,630,431**
Total MTA Through 1998	**11,311,088**	**7,865,847**

[1] Rail strategy credits are based upon future boarding estimates
[2] Completed credit value for 124 highway miles
[3] Under construction credit value for 56 highway miles

CHAPTER 5

FUTURE DIRECTION FOR THE CMP

5.0 INTRODUCTION

The first CMP for Los Angeles County was adopted in 1992. Since that time, the program has gathered a variety of data including information about performance of the regional highway and roadway system, performance of regional transit services, new development, and transportation improvements implemented by local municipalities and regional agencies. This data has been collected over enough years that trends can be observed and reported.

Over the next two years, MTA efforts for the CMP will fall into two areas:

1. Analysis: MTA will conduct more in-depth analysis of CMP data to improve understanding of congestion in Los Angeles, and its causes.

2. Countywide Deficiency Plan: The CMP's countywide deficiency plan will be the focus for changes to the 2001 update of the program.

"(CMP) data has been collected over enough years that trends can be observed and reported."

5.1 ANALYSIS

5.1.1 CMP Highway Monitoring

The establishment of the CMP highway and roadway system, and the procedures for monitoring it, have largely achieved one of the goals for which they were developed -- to provide a "snapshot" of how the freeways and highways of Los Angeles are operating as a system. The data so far indicates overall traffic levels on Los Angeles' freeways and major arterials has not changed much during the 1990's. Nevertheless, large portions of this system continue to experience high levels of congestion.

While the data so far provides a system-level picture, it has not been analyzed to understand the performance of individual routes

or corridors, additional information about the nature of the congestion, the relationship between the performance of freeways and the performance of arterials, and possible causes for the changes observed.

Highway monitoring, conducted biennially by Caltrans and local agencies, will occur once again prior to the next update of the CMP in 2001. In addition to incorporating this new data, MTA will further examine developing trends to enhance understanding of the nature of congestion, and its relationship to growth and transportation improvements. MTA will review the highway system and monitoring procedures to determine specifically what, if any, additional information would be useful and what changes would be necessary get that information.

5.1.2 Transit Monitoring

The CMP also monitors the performance of transit along specified bus and rail routes. Like highway monitoring, this is intended to provide a picture of how transit is performing on a countywide basis at moving people and serving as an alternative to automobile travel.

Gathered through the Short Range Transit Plan (SRTP) process, this data will next be updated in 2000. This data will be analyzed and incorporated into the 2001 CMP.

Many initiatives are currently being explored that could change the way transit services are delivered throughout Los Angeles County. The CMP will monitor these proposals to determine what if any changes are necessary to the CMP transit network and associated monitoring requirements.

". . . MTA will further examine developing trends to enhance understanding of the nature of congestion, and its relationship to growth and transportation improvements."

5.1.3 CMP Growth Information

The CMP reflects information about growth decisions made by the 89 local jurisdictions in Los Angeles County. Information is provided for fifteen different types of land uses for each local agency and is summarized to reflect growth in seven sub-areas of the County.

The 1999 CMP incorporates information covering three years, 1995-1998. Additional trend analysis interpreting information about growth occurring during 1999 and 2000 will be provided in the next update of the CMP in 2001. This new information

will be tracked to see how the current economic upswing is effecting the amount, type and distribution of growth around the County.

MTA's ability to provide a more complete analysis of growth information, and its impact on transportation, is limited in part due to the way in which some of the information is reported. Information about growth is reported separately by each individual jurisdiction, including both the City and County of Los Angeles. Because of their size, these two largest jurisdictions each approve new development that occurs in several sub-areas of the County. In addition to central Los Angeles, significant portions of the incorporated City of Los Angeles are located in the San Fernando Valley, Westside, and near the Harbor. Portions of unincorporated Los Angeles County are located in each sub-area with especially large portions found in the San Fernando Valley/North County sub-region.

In order to adequately sort and begin to analyze the impact of new development on our transportation infrastructure, it will be necessary to know which sub-area is the location for new development approved by either the City or County of Los Angeles. MTA will work closely with both of these agencies so that their growth information can be disaggregated to allow such an analysis.

". . . these two largest jurisdictions (Los Angeles City and County) each approve new development that occurs in several sub-areas of the County."

5.2 COUNTYWIDE DEFICIENCY PLAN

As discussed in Chapter 1 of this document, the CMP Countywide Deficiency Plan is the local requirement that receives the most attention in Los Angeles. It was also the focal point for discussions of the CMP Policy Advisory Committee (PAC) for development of the 1999 CMP.

Certain parties expressed the view that requirements should be streamlined and changed so that smaller, built-out jurisdictions will be better able to maintain CMP conformance. Other parties indicated that it was important to retain a link between local land use decisions and transportation, and that further study was needed before changes were made.

Because no consensus was developed about how to change the deficiency plan, the existing requirements are retained in the 1999 CMP. MTA commits to making the consideration of changes to the deficiency plan the focus for development of the

2001 CMP. To that end, MTA will initiate a CMP Deficiency Plan study in July 2000 to reevaluate the assumptions and analysis used at the time the deficiency plan was developed, and to explore alternative deficiency plan approaches. Staff proposes using consultant assistance to support this study.

The study will commence following the development of the MTA Long Range Transportation Plan (LRTP). Currently under development, the LRTP is due to be completed in June 2000. Among other things, the LRTP will forecast future transportation demand and outline a series of transportation improvements. Completion of the LRTP is a necessary first step in determining the level of local responsibility that the deficiency plan could address. MTA staff has also committed to continue providing extensive outreach and assistance during this period to ensure that all local agencies maintain their conformance with the CMP.

In the Spring of 2000, MTA will establish a new CMP Policy Advisory Committee. PAC membership will include representatives of cities around Los Angeles County, the County of Los Angeles, MTA's Technical Advisory Committee and its subcommittees, the California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG), the South Coast Air Quality Management District (SCAQMD), the private sector, and others.

". . . MTA will initiate a CMP Deficiency Plan study in July 2000 to reevaluate . . . the deficiency plan . . . and to explore alternative deficiency plan approaches."

This new PAC will be asked to review the current CMP, the issues raised during development of the 1999 CMP, and the scope of work for the CMP Deficiency Plan study. The scope of work for the study is shown as Appendix E of this document. The Committee will help to guide the study through to its completion, help to evaluate potential changes to the CMP, and provide guidance and input for the development of the 2001 CMP. The 2001 CMP is scheduled to be presented to the MTA Board of Directors for adoption by December 2001.

5.3 SUMMARY

Over the next two years, the CMP will continue to evolve and mature. The points below summarize the activity that can be anticipated:

- MTA staff will review and update CMP trend information to incorporate new data about highway and transit performance,

growth and transportation improvements. Staff will also work with this information, and in partnership with other agencies, to provide a better understanding of congestion in Los Angeles, its causes and solutions.

- MTA staff will continue to work closely with all cities to maintain compliance with the CMP and the continued flow of gas tax dollars.

- In Spring 2000, MTA will form a new Policy Advisory Committee. This Committee will help evaluate the CMP and provide input for the development of the 2001 CMP.

- MTA will conduct a CMP Deficiency Plan Study, commencing in July 2000, to evaluate the current deficiency plan and explore alternative approaches to meeting CMP deficiency plan requirements. MTA staff proposes retaining consultant assistance to support this study.

- Changes to the CMP deficiency plan will be incorporated into the 2001 CMP.

"MTA staff will continue to work closely with all cities to maintain compliance with the CMP and the continued flow of gas tax dollars."

APPENDIX

A

GUIDELINES FOR BIENNIAL HIGHWAY MONITORING & 1999 MONITORING RESULTS

These instructions are intended to assist local agencies in biennially conducting and submitting monitoring of the CMP highway system to MTA. These guidelines will be reviewed biennially and adjustments made as appropriate.

A.1 SUBMITTAL REQUIREMENTS

The following information must be transmitted to MTA by those jurisdictions required to monitor traffic on CMP arterials. A sample Highway Monitoring Report and blank forms are attached to these guidelines.

- Letter of Transmittal - including a summary of results and contact person;
- Peak Period Traffic Volumes - turning movements in 15-minute increments;
- Physical Description of monitoring station including lane configurations and signal phasing; and,
- Level of Service Worksheets (see attached sample and blank forms).

A.2 BIENNIAL HIGHWAY MONITORING SCHEDULE (odd-numbered years)

May 31st	Counts of the current year's report must be completed by this date and be less than one year old.
June 15th	Deadline for submittal of highway monitoring reports to MTA.
November	Local conformance finding by MTA Board.

A.3 MONITORING LOCATIONS AND RESPONSIBLE AGENCIES

Exhibit A-1 provides a table of locations (stations) to be monitored, the agency responsible for traffic monitoring at each location, and a summary of the most recent results. These stations will be reviewed periodically. Any proposed revision to the list of monitoring stations must be consistent with the following criteria:

- Intersections of two (or more) CMP arterials will be monitored.

- Monitoring locations should be capacity-constraining (e.g., "bottleneck") intersections with major cross streets such as major arterials, secondary arterials or freeway ramps.

- A maximum spacing of roughly two miles must be maintained between stations. For rural highways, spacing may be increased if traffic volumes and capacity are consistent over greater distances.

Redesignation of the responsible agency will only be accepted if recommended to MTA by the agency assuming responsibility.

A.4 TRAFFIC COUNT REQUIREMENTS

- Traffic counts included in the local jurisdiction's Highway Monitoring Report must be less than one year old as of May 31 of each monitored (odd-numbered) year.

- Traffic counts must be taken on Tuesdays, Wednesdays or Thursdays (these need not be consecutive days);

- Traffic counts must exclude holidays, and the first weekdays before and after the holiday;

- Traffic counts must be taken on days when local schools or colleges are in session;

- Traffic counts must be taken on days of good weather, and avoiding atypical conditions (e.g., road construction, detours, or major traffic incidents);

- Traffic counts must be taken on two days and a third day of counts may be required (see Section A.7 Acceptable Variation in Level of Service);

- Traffic counts must be taken for both the AM and PM peak;

- Unless demonstrated otherwise by actual local conditions, peak period traffic counts will include, 7-9 AM and 4-6 PM.

- The local agency must contact MTA if current conditions prevent the collection of representative count data during the required period (for example, major construction lasting over a year).

Local agencies are encouraged to include counts at CMP stations within the scope of other ongoing studies (see Appendix D, Traffic Impact Analysis Guidelines, 1997 CMP).

A.5 PHYSICAL DESCRIPTIONS

1. Existing lane configurations must be indicated for each monitoring location. Also, signal phasing at the intersection must be diagrammed. Simple schematic diagrams are adequate. An example is provided in the attached Sample Highway Monitoring Report, and a blank diagram form has also be included. Agencies may use traffic signal plans, signing & striping plans or aerial photographs if desired; however if used, these must clearly indicate the permitted movements for each lane. Submit such plans or diagrams on 8½" x 11" sheets.

2. If commute-period parking prohibition, turn restrictions, or other peak period operational controls are used to increase traffic capacity, the hours and days of the restrictions must be indicated.

A.6 INTERSECTION LEVEL OF SERVICE CALCULATIONS

1. The CMP for Los Angeles County requires use of the Intersection Capacity Utilization (ICU) method to calculate volume-to-capacity (V/C) ratios and levels of service (LOS). The parameters include:

Capacity:	1600 vehicles/lane for all through and turn lanes 2880 total for dual turn lanes
Clearance:	0.10 (no phasing adjustment)

2. Adjustments for exclusive and optional turn lanes, right-turns on red, and other factors are left to the discretion of local agencies to reflect observed operations; however, these adjustments must be applied consistently each year.

3. To facilitate your preparation and MTA review, refer to attached Sample Highway Monitoring Report for the preferred format for submission of ICU calculations. Levels of service must be assigned based on overall intersection V/C ratios, as follows:

V/C Ratio	LOS
0.00 - 0.60	A
> 0.60 - 0.70	B
> 0.70 - 0.80	C
> 0.80 - 0.90	D
> 0.90 - 1.00	E
> 1.00	F

4. Agencies computing intersection LOS using the Circular 212 (Critical Movement Analysis) method may report calculations using the following conversion:

- For dual turn lanes, calculations should indicate that 55% of the turning volume is assigned to the heavier lane for establishing the critical volume.

- Intersection V/C should be calculated by dividing the Sum of Critical Volumes by 1950, and adding 0.10.

- Intersection LOS should be determined using the table above.

- Agencies who prefer to use HCS or other 1985 or 1994 Highway Capacity Manual software packages may submit output, modified to reflect the following sequence of calculations (or equivalent):

  ⇒ **INPUT WORKSHEET:** Counted peak hour volumes should be entered; set all peak hour factors (PHF) = 1.00.

  ⇒ **VOLUME ADJUSTMENT WORKSHEET:** Lane Utilization Factors (Column 9: U) must be set = 1.00.

  ⇒ **SATURATION FLOW ADJUSTMENT WORKSHEET:** For each lane group, set the Adjusted Saturation Flow Rates (Column 13: s) = 1600 x No. of Lanes, or 2880 for dual LT lanes.

  ⇒ **CAPACITY ANALYSIS WORKSHEET:** Sum CRITICAL Flow Ratios (Column 5: v/s), divide by 1600 and add 0.10. Intersection LOS should be determined using the table above.

A.7 ACCEPTABLE VARIATION IN LEVEL OF SERVICE (LOS)

Compare the two AM period counts. Do the same for the PM data. The volume to capacity (V/C) computations resulting from the two days of traffic counts should not vary more than 0.08 for either peak hour period. Please note the following:

- Report the average V/C ratio for the two days of counts if the variation in V/C is less than 0.08, and the average V/C ratio is less than or equal to 0.90 (LOS A-E).

- If the V/C rations vary more than 0.08 and the resulting V/C ratio is at LOS F, **a third day of counts is required for the respective peak period.**

- In reporting LOS using three days of counts, take either the average of the three counts, or exclude the most divergent V/C and take the average of the two remaining days counts.

- Local agencies are responsible for reviewing the accuracy of the count data and V/C calculations.

SAMPLE HIGHWAY MONITORING REPORT

June 1, 2001

CMP Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza -- M/S 99-23-2
Los Angeles, CA 90012

Dear CMP Manager:

The City of Example hereby transmits results of our annual highway monitoring, collected in accordance with the requirements of the Congestion Management Program. The enclosed Level of Service calculations are summarized as follow:

Intersection	Date	Peak Hour	V/C Ratio	LOS
First Street &	10-01-97	7:45-8:45 AM	0.99	E
Second Avenue	10-09-97	7:45-8:45 AM	0.94	E
AM Peak Hour Average			**0.96**	**E**
	10-01-97	5:00-6:00 PM	1.03	F
	10-09-97	4:45-5:45 PM	1.06	F
PM Peak Hour Average			**1.05**	**F**

Please contact Mr. John Smith, our City Traffic Engineer, at (213) 555-1234 if you have any questions.

Sincerely,

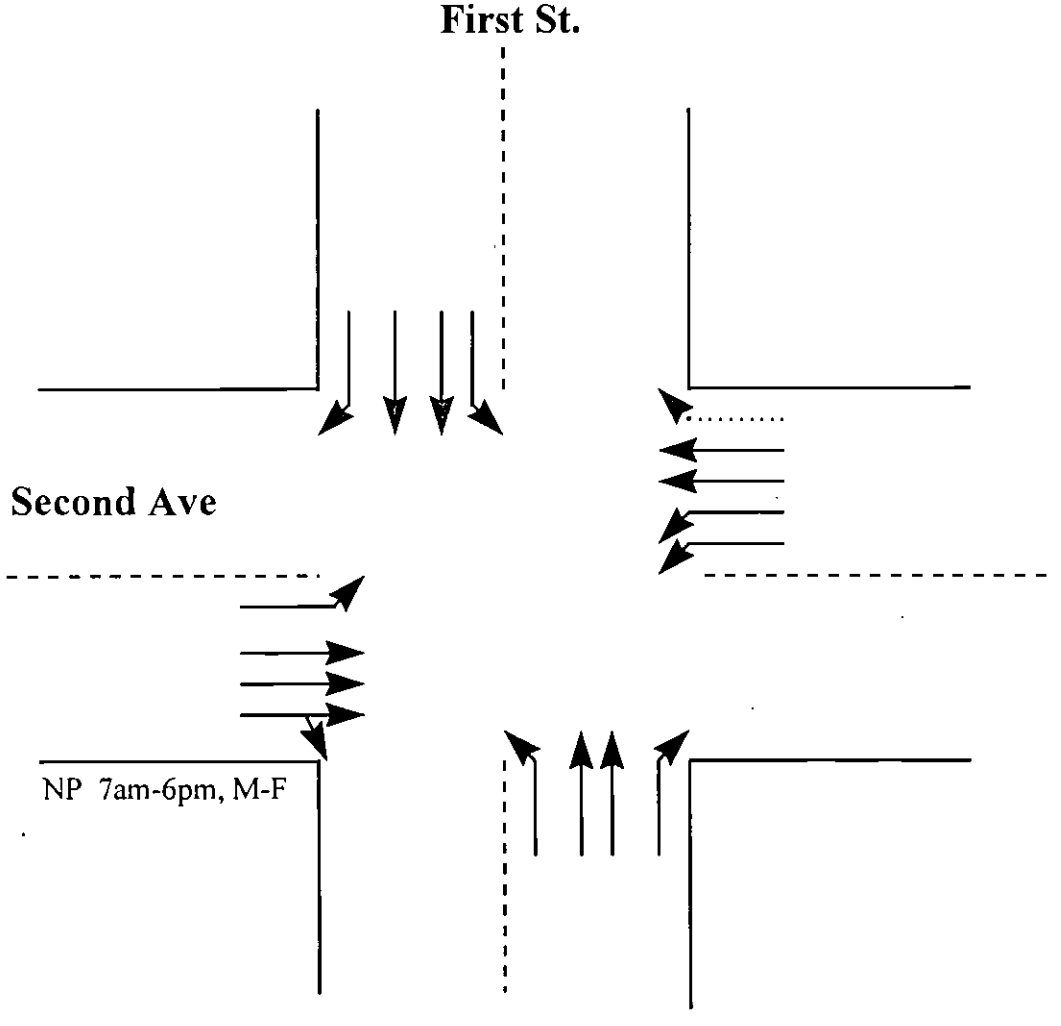
Lynn Jones
Director of Public Works

Enclosure

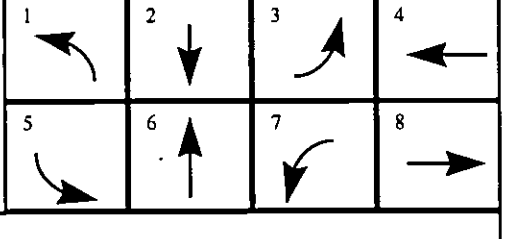
INTERSECTION LAYOUT

Intersection: _____

Date: _____ **Drawn By:** _____



Signal Phasing Diagram:



North

KEY:

1. ..... **Lane functions as separate turn lane though not striped**
2. NP "x" am - "y" pm (M-F) **No Parking during specific hours (Mon. through Fri.)**

SAMPLE:
MANUAL TRAFFIC COUNT SUMMARY

AGENCY:	City of Example		
N/S STREET:	First Street	**DATE:**	Mar, 6, 2001
E/W STREET:	Second Avenue	**DAY OF WEEK:**	Tuesday
COUNTED BY:	RT/AS	**TIME OF DAY:**	7:00 - 9:00 AM
WEATHER:	Clear		4:00 - 6:00 PM
		CMP Mon. Sta. No.:	000

Period Begin	Northbound LT	THRU	RT	Southbound LT	THRU	RT	Eastbound LT	THRU	RT	Westbound LT	THRU	RT	TOTAL
7:00	8	211	26	31	199	0	19	110	9	49	40	17	719
7:15	12	270	46	41	255	6	17	121	15	65	64	30	942
7:30	17	273	24	39	274	4	21	149	10	79	71	57	1018
7:45	16	336	16	62	298	15	47	189	9	131	122	59	1300
8:00	23	365	20	55	241	6	28	157	20	95	116	66	1192
8:15	31	368	33	76	269	12	40	193	13	85	102	53	1275
8:30	35	364	23	45	256	8	33	221	15	69	103	54	1226
8:45	28	340	30	47	266	11	25	163	18	78	108	56	1170
Peak Hour	105	1433	92	238	1064	41	148	760	57	380	443	232	4993

Peak Hour: 7:45 to 8:45 AM

Period Begin	Northbound LT	THRU	RT	Southbound LT	THRU	RT	Eastbound LT	THRU	RT	Westbound LT	THRU	RT	TOTAL
16:00	53	344	19	53	346	22	44	206	6	82	118	37	1330
16:15	44	377	27	44	365	15	43	184	12	78	147	73	1409
16:30	64	329	29	64	339	14	34	179	8	122	151	62	1395
16:45	61	348	18	61	341	17	29	173	9	101	180	74	1412
17:00	74	355	20	74	369	15	26	189	19	110	163	44	1458
17:15	42	399	21	42	372	9	28	199	13	129	187	59	1500
17:30	61	375	24	61	367	9	49	155	15	117	162	70	1465
17:45	74	342	33	74	363	21	41	152	13	140	180	40	1473
Peak Hour	251	1471	98	251	1471	54	144	695	60	496	692	213	5896

Peak Hour: 17:00 to 18:00

SAMPLE:
MANUAL TRAFFIC COUNT SUMMARY

AGENCY:	City of Example		
N/S STREET:	First Street	**DATE:**	Mar 14, 2001
E/W STREET:	Second Avenue	**DAY OF WEEK:**	Wednesday
COUNTED BY:	RT/AS	**TIME OF DAY:**	7:00 - 9:00 AM
WEATHER:	Clear		4:00 - 6:00 PM
		CMP Mon. Sta. No.:	000

Period	Northbound			Southbound			Eastbound			Westbound			
Begin	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	TOTAL
7:00	8	205	25	29	189	0	18	107	9	48	39	16	693
7:15	12	262	45	39	242	6	16	117	15	63	62	29	908
7:30	16	265	23	37	260	4	20	145	10	77	69	55	981
7:45	16	326	16	59	253	14	46	153	9	87	98	57	1134
8:00	22	354	19	52	229	6	27	152	19	92	113	64	1149
8:15	30	357	32	72	256	11	39	187	13	82	99	51	1229
8:30	34	353	22	43	243	8	32	214	15	67	100	52	1183
8:45	27	330	29	45	253	10	24	158	17	76	105	54	1128
Peak Hour	102	1390	89	226	981	39	144	706	56	328	410	224	4695

Peak Hour: 7:45 to 8:45 AM

Period	Northbound			Southbound			Eastbound			Westbound			
Begin	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	TOTAL
16:00	56	361	20	55	360	23	46	216	6	79	113	36	1371
16:15	46	396	28	46	380	16	45	193	13	75	141	70	1449
16:30	67	345	30	67	353	15	36	188	8	117	145	60	1431
16:45	64	385	19	63	375	18	30	192	9	97	193	71	1516
17:00	78	373	21	77	384	16	27	198	20	106	156	42	1498
17:15	44	419	22	44	387	9	29	209	14	124	180	57	1538
17:30	64	394	25	63	382	9	51	163	16	112	156	67	1502
17:45	78	359	35	77	378	22	43	160	14	134	173	38	1511
Peak Hour	250	1571	87	247	1528	52	137	762	59	439	685	237	6054

Peak Hour: 16:45 to 17:45

SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection: First Street / Second Avenue
Count Date: March 14, 2001 **Peak Hour:** 7:45-8:45 AM
Analyst: ES **Agency:** City of Example
CMP Mon. Station No.: 000

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total
NB Left	102	1	1600	0.064		
NB Thru	1390	2	3200	0.434	<==	
NB Right	89	1	1600	0.056		
SB Left	226	1	1600	0.141	<==	
SB Thru	981	2	3200	0.307		
SB Right	39	1	1600	0.024		
EB Left	144	1	1600	0.090		
EB Thru	706	3	4800	0.147	<==	
EB Right	56	1	1600	0.035		
WB Left	328	2	2880	0.114	<==	
WB Thru	410	3	4800	0.132		
WB Right	224	0	0			
Sum of Critical V/C Ratios						0.836
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.936
Level of Service (LOS) - Refer to table below						E

Notes:

1. Per-lane Capacity = 1600 veh./hr.
2. Dual turn lane Capacity = 2880 vph

LOS	Maximum V/C
A	0.6
B	0.7
C	0.8
D	0.9
E	1
F	n/a

SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection:	First Street / Second Avenue		
Count Date:	March 6, 2001	**Peak Hour:**	7:45-8:45 AM
Analyst:	ES	**Agency:**	City of Example
CMP Mon. Station No.:	000		

Movement	Volume	Number of Lancs	Capacity	V/C Ratio	Critical V/C	Total
NB Left	105	1	1600	0.066		
NB Thru	1433	2	3200	0.448	<==	
NB Right	92	1	1600	0.058		
SB Left	238	1	1600	0.149	<==	
SB Thru	1064	2	3200	0.333		
SB Right	41	1	1600	0.026		
EB Left	148	1	1600	0.093		
EB Thru	760	3	4800	0.158	<==	
EB Right	57	1	1600	0.036		
WB Left	380	2	2880	0.132	<==	
WB Thru	443	3	4800	0.141		
WB Right	232	0	0			
Sum of Critical V/C Ratios						0.887
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						0.987
Level of Service (LOS) - Refer to table below						*E*

Notes:

1. Per-lane Capacity = 1600 veh./hr.
2. Dual turn lane Capacity = 2880 vph

LOS	Maximum V/C
A	0.6
B	0.7
C	0.8
D	0.9
E	1
F	n/a

SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection:	First Street / Second Avenue		
Count Date:	March 6, 2001	**Peak Hour:**	5:00 - 6:00 PM
Analyst:	ES	**Agency:**	City of Example
CMP Mon. Station No.:	000		

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total
NB Left	251	1	1600	0.157		
NB Thru	1471	2	3200	0.460	<==	
NB Right	98	1	1600	0.061		
SB Left	251	1	1600	0.157	<==	
SB Thru	1471	2	3200	0.460		
SB Right	54	1	1600	0.034		
EB Left	144	1	1600	0.090		
EB Thru	695	3	4800	0.145	<==	
EB Right	60	1	1600	0.038		
WB Left	496	2	2880	0.172	<==	
WB Thru	692	3	4800	0.189		
WB Right	213	0	0			
Sum of Critical V/C Ratios						0.934
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						1.034
Level of Service (LOS) - Refer to table below						F

Notes:

1. Per-lane Capacity = 1600 veh./hr.
2. Dual turn lane Capacity = 2880 vph

LOS	Maximum V/C
A	0.6
B	0.7
C	0.8
D	0.9
E	1
F	n/a

SAMPLE:
INTERSECTION CAPACITY UTILIZATION WORKSHEET

Intersection:	First Street / Second Avenue		
Count Date:	March 14, 2001	**Peak Hour:**	4:45-5:45 PM
Analyst:	ES	**Agency:**	City of Example
CMP Mon. Station No.:	000		

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	Total
NB Left	250	1	1600	0.156		
NB Thru	1571	2	3200	0.491	<==	
NB Right	87	1	1600	0.054		
SB Left	247	1	1600	0.154	<==	
SB Thru	1528	2	3200	0.478		
SB Right	52	1	1600	0.033		
EB Left	137	1	1600	0.086		
EB Thru	762	3	4800	0.159	<==	
EB Right	59	1	1600	0.037		
WB Left	439	2	2880	0.152	<==	
WB Thru	685	3	4800	0.192		
WB Right	237	0	0			
Sum of Critical V/C Ratios						0.956
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						1.056
Level of Service (LOS) - Refer to table below						F

Notes:

1. Per-lane Capacity = 1600 veh./hr.
2. Dual turn lane Capacity = 2880 vph

LOS	Maximum V/C
A	0.6
B	0.7
C	0.8
D	0.9
E	1
F	n/a

INTERSECTION CAPACITY UTILIZATION WORKSHEET FORM

Intersection: _____

Count Date: _____ **Peak Hour:** _____

Analyst: _____ **Agency:** _____

CMP Mon. Station No.:

Movement	Volume	Number of Lanes	Capacity	V/C Ratio	Critical V/C	To
NB Left						
NB Thru						
NB Right						
SB Left						
SB Thru						
SB Right						
EB Left						
EB Thru						
EB Right						
WB Left						
WB Thru						
WB Right						
Sum of Critical V/C Ratios						
Adjustment for Lost Time						0.100
Intersection Capacity Utilization (ICU)						
Level of Service (LOS) - Refer to table below						

Notes:
1. Per-lane Capacity = 1600 veh./hr.
2. Dual turn lane Capacity = 2880 vph

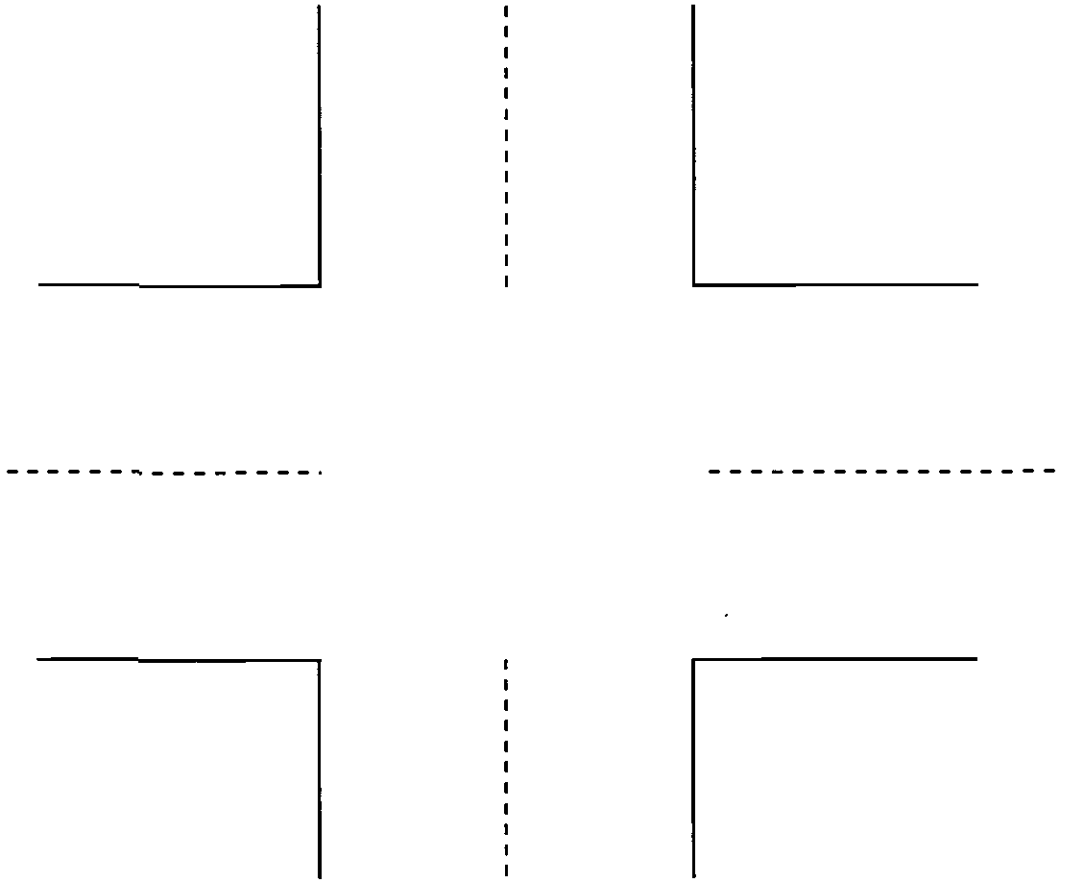
LOS	Maximum V/C
A	0.6
B	0.7
C	0.8
D	0.9
E	1
F	n/a

INTERSECTION LAYOUT

Intersection: _____

Date: _____ **Drawn By:** _____

CMP Monitoring Station No.: _____



Signal Phasing Diagram:

1	2	3	4
5	6	7	8

North

KEY:

1.

2.

EXHIBIT A-1
MONITORING STATIONS BY RESPONSIBLE AGENCY AND 1999 LEVEL OF SERVICE RESULTS

See following sheets.

1999 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS WITH 1992 and 1999

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1999 LEVEL OF SERVICE				1992 LEVEL OF SERVICE				Substantial Change in LOS from 1992 to 1999**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.		
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
1	ALHAMBRA	+	FREMONT AV	VALLEY BL	1.09	F	0.98	E	1.18	F	1.01	F	
2	AZUSA		AZUSA/SAN GABRIEL AV	FOOTHILL BL	0.74	C	0.94	E	0.63	B	0.92	E	am worsened
3	BELLFLOWER		LAKEWOOD BL	ARTESIA BL	0.83	D	0.93	E	0.97	E	0.95	E	am improved
4	BELLFLOWER		LAKEWOOD BL	ROSECRANS AV	0.73	C	0.83	D	0.79	C	0.81	D	
5	BEVERLY HILLS	+	SANTA MONICA BL	WILSHIRE BL	1.12	F	1.13	F	1.20	F	1.10	F	
6	BEVERLY HILLS		WILSHIRE BL	LA CIENEGA	0.84	D	0.92	E	1.09	F	1.18	F	improved
7	<<CARSON		ALAMEDA ST	DEL AMO BL (CARSON ST)	construction		construction		0.40	A	0.55	A	
8	CLAREMONT		ARROW HWY	INDIAN HILL BL	0.73	C	0.82	D	0.88	D	1.03	F	improved
9	CLAREMONT		BASE LINE RD	INDIAN HILL BL	construction		construction		0.77	C	0.71	C	
10	CLAREMONT		COLLEGE WY	WILLIAMS AV	construction		construction		0.95	E	0.91	E	
11	CLAREMONT		FOOTHILL BL	INDIAN HILL BL	0.73	C	1.00	F	1.10	F	1.05	F	am improved
12	COMPTON		ALAMEDA ST	COMPTON BL	construction		construction		0.78	C	0.96	E	
13	COMPTON		ALAMEDA ST	RTE 91 EB RAMPS	construction		construction		0.47	A	0.61	B	
14	COVINA		AZUSA AV	ARROW HWY	0.78	C	0.88	D	0.73	C	0.95	E	
15	CULVER CITY		VENICE BL	OVERLAND AV	1.06	F	1.06	F	1.31	F	1.25	F	improved
16	DIAMOND BAR		GRAND AV	DIAMOND BAR BL	0.96	E	1.01	F	0.90	D	1.08	F	
17	<DOWNEY		FIRESTONE BL	OLD RIVER SCHL RD	no longer cmp intersection				0.86	D	0.93	E	
18	<DOWNEY		LAKEWOOD BL	FIRESTONE BL	0.95	E	0.97	E	0.84	D	0.98	E	* am worsened
19	DOWNEY		ROSEMEAD BL	TELEGRAPH RD	1.02	F	0.97	E	0.77	C	1.07	F	am worse/pm imp.
20	EL SEGUNDO		SEPULVEDA BL	EL SEGUNDO BL	0.89	D	1.16	F	1.03	F	1.07	F	am improved
21	GARDENA		ARTESIA BL	VERMONT AV	1.01	F	0.94	E	0.99	E	0.86	D	
22	HERMOSA BCH	+	PACIFIC COAST HWY	ARTESIA BL/GOULD	1.30	F	1.00	E	1.00	E	0.89	D	worsened
23	HUNTINGTON PK		ALAMEDA ST	SLAUSON AV	0.27	A	0.41	A	0.62	B	0.69	B	improved
24	INGLEWOOD		MANCHESTER AV	CRENSHAW BL	construction		construction		0.96	E	1.09	F	
25	INGLEWOOD		MANCHESTER AV	LA BREA AV	0.93	E	0.85	D	0.95	E	0.94	E	
26	LA CANADA-FLINT		ANGELES CREST HWY	RTE 210 WB OFF RAMP	0.68	B	0.59	A	0.64	B	0.60	A	
27	LA MIRADA		IMPERIAL HWY	LA MIRADA BL	0.98	E	1.02	F	0.99	E	0.94	E	
28	LA PUENTE		AZUSA AV	MAIN ST	0.76	C	0.86	D	0.79	C	0.80	C	*
29	LA VERNE		ARROW HWY	E ST	0.63	B	0.78	C	0.62	B	0.68	B	pm worsened
30	LA VERNE	+	BASE LINE RD	FOOTHILL BL	0.72	C	0.91	E	0.65	B	1.06	F	pm improved
31	LA VERNE		FOOTHILL BL	DAMIEN AV	0.83	D	0.91	E	0.84	D	1.04	F	pm improved
32	LAKEWOOD		LAKEWOOD BL	SOUTH ST	0.67	B	0.93	E	0.68	B	0.94	E	

1999 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS WITH 1992 and 1999

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1999 LEVEL OF SERVICE				1992 LEVEL OF SERVICE					Substantial Change in LOS from 1992 to 1999**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.			
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
33	LONG BEACH	+	ALAMITOS AV	OCEAN BL	0.98	E	0.90	E	0.97	E	0.99	E		
34	LONG BEACH		LAKEWOOD BL	CARSON ST	0.72	C	0.86	D	0.71	C	0.83	D		
35	LONG BEACH		LAKEWOOD BL	WILLOW ST	1.05	F	1.04	F	0.89	D	0.96	E		am worsened
36	LONG BEACH	+	PACIFIC COAST HWY	7TH ST	1.04	F	1.06	F	1.07	F	1.00	E		
37	LONG BEACH	+	PACIFIC COAST HWY	ALAMITOS AV	0.59	A	0.68	B	0.78	C	0.83	D		improved
38	LONG BEACH		PACIFIC COAST HWY	SANTA FE AV	0.69	B	0.70	C	0.64	B	0.68	B		
39	LONG BEACH		PACIFIC COAST HWY	WESTMINSTER AV	0.97	E	1.05	F	1.00	E	1.07	F		
40	LONG BEACH		PACIFIC COAST HWY	XIMENO AV	0.71	C	0.70	B	0.69	B	0.77	C	*	
41	LONG BEACH	+	SEVENTH ST	ALAMITOS AV	0.83	D	0.82	D	1.14	F	0.86	D		am improved
42	LONG BEACH		SEVENTH ST	REDONDO AV	1.07	F	1.07	F	1.01	F	0.99	E		
43	LOS ANG CITY		ALAMEDA ST	WASHINGTON BL	0.62	B	0.74	C	0.63	B	0.72	C		
44	LOS ANG CITY		ALVARADO ST	SUNSET BL	0.83	D	0.88	D	0.99	E	0.99	E		improved
45	LOS ANG CITY		GAFFEY ST	9TH ST	0.76	C	0.81	D	0.93	E	0.91	E		improved
46	LOS ANG CITY		LA CIENEGA BL	JEFFERSON BL	1.12	F	1.13	F	1.09	F	1.06	F	@	
47	LOS ANG CITY		LA CIENEGA BL	CENTINELA AV	1.18	F	1.17	F	1.21	F	1.14	F	@	
48	LOS ANG CITY	+	LINCOLN	MANCHESTER	0.79	C	0.78	C	0.85	D	0.79	C		
49	LOS ANG CITY	+	LINCOLN	MARINA EXPY	0.76	C	0.80	C	0.70	B	0.69	B		pm worsened
50	LOS ANG CITY	+	LINCOLN	VENICE BL	1.05	F	1.06	F	0.89	D	0.99	E		am worsened
51	LOS ANG CITY		MANCHESTER AV	AVALON BL	0.59	A	0.57	A	0.65	B	0.72	C		pm improved
52	LOS ANG CITY		MANCHESTER AV	SEPULVEDA BL	0.91	E	0.81	D	0.90	D	0.87	D		
53	LOS ANG CITY		MANCHESTER AV	VERMONT AV	0.55	A	0.63	B	0.75	C	0.77	C		improved
54	LOS ANG CITY	+	PACIFIC COAST HWY	ALAMEDA ST	0.50	A	0.52	A	0.56	A	0.65	B		pm improved
55	LOS ANG CITY		PACIFIC COAST HWY	CHAUTAUQUA BL	0.73	C	0.94	E	1.09	F	1.41	F		improved
56	LOS ANG CITY		PACIFIC COAST HWY	FIGUEROA ST	0.79	C	0.76	C	0.80	C	0.72	C		
57	LOS ANG CITY		PACIFIC COAST HWY	SUNSET BL	0.72	C	0.72	C	0.91	E	0.88	D	^	improved
58	LOS ANG CITY	+	PACIFIC COAST HWY	WESTERN AV	0.84	D	0.85	D	0.77	C	0.83	D		
59	LOS ANG CITY		SANTA MONICA BL	BUNDY DR	0.75	C	0.83	D	0.54	A	0.67	B		worsened
60	LOS ANG CITY	+	SANTA MONICA BL	HIGHLAND AV	0.92	E	0.95	E	1.01	F	1.09	F		pm improved
61	LOS ANG CITY		SANTA MONICA BL	WESTERN AV	0.82	D	0.86	D	0.86	D	0.96	E		pm improved
62	LOS ANG CITY		SANTA MONICA BL	WESTWOOD BL	0.51	A	0.58	A	0.82	D	0.88	D		improved
63	LOS ANG CITY		SEPULVEDA BL	LINCOLN BL	0.69	B	0.80	C	0.86	D	0.97	E	^	improved
64	LOS ANG CITY		TOPANGA CYN BL	DEVONSHIRE ST	0.83	D	0.97	E	0.81	D	0.91	E		

1999 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS WITH 1992 and 1999

CMP Int	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1999 LEVEL OF SERVICE				1992 LEVEL OF SERVICE					Substantial Change in LOS from 1992 to 1999**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.			
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
65	LOS ANG CITY		TOPANGA CYN BL	ROSCOE BL	0.91	E	0.95	E	0.83	D	0.82	D		pm worsened
66	LOS ANG CITY		TOPANGA CYN BL	RTE 118 WB RAMPS	0.70	C	0.95	E	0.80	C	0.88	D		am improved
67	LOS ANG CITY	+	TOPANGA CYN BL	VENTURA BL	0.85	D	0.86	D	0.88	D	0.87	D		
68	LOS ANG CITY	+	TOPANGA CYN BL	VICTORY BL	0.86	D	0.90	D	0.81	D	0.89	D		
69	LOS ANG CITY		VALLEY BL	RTE 710 NB OFF-RAMP	0.67	B	0.78	C	0.68	B	0.71	C		
70	LOS ANG CITY		VENICE BL	CENTINELA BL	1.14	F	1.00	E	1.05	F	1.07	F		
71	LOS ANG CITY		VENICE BL	LA CIENEGA	1.13	F	1.20	F	1.01	F	1.03	F		worsened
72	LOS ANG CITY		VENTURA BL	BALBOA BL	0.83	D	0.76	C	0.85	D	0.74	C		
73	LOS ANG CITY		VENTURA BL	LANKERSHIM BL	0.76	C	0.72	C	1.06	F	0.93	E		improved
74	LOS ANG CITY		VENTURA BL	LAUREL CYN BL	0.93	E	0.98	E	0.95	E	1.03	F		
75	LOS ANG CITY		VENTURA BL	RESEDA BL	0.75	C	0.84	D	0.72	C	0.81	D		
76	LOS ANG CITY		VENTURA BL	SEPULVEDA BL	1.01	F	0.98	E	0.88	D	0.85	D		worsened
77	LOS ANG CITY		VENTURA BL	WINNETKA AV	0.98	E	1.14	F	0.77	C	0.76	C		worsened
78	LOS ANG CITY		VENTURA BL	WOODMAN AV	0.79	C	0.86	D	0.78	C	0.87	D		
79	LOS ANG CITY		VICTORY BL	BALBOA BL	1.17	F	1.03	F	1.01	F	0.98	E		am worsened
80	LOS ANG CITY		VICTORY BL	RESEDA BL	0.76	C	0.84	D	0.88	D	1.18	F		improved
81	LOS ANG CITY		VICTORY BL	SEPULVEDA BL	1.21	F	1.17	F	1.02	F	1.04	F		worsened
82	LOS ANG CITY		VICTORY BL	WINNETKA AV	0.98	E	1.14	F	0.99	E	1.03	F		pm worsened
83	LOS ANG CITY		VICTORY BL	WOODMAN AV	0.78	C	0.81	D	0.97	E	1.02	F	^	improved
84	LOS ANG CITY		WESTERN AV	9TH ST	0.49	A	0.57	A	0.59	A	0.72	C		improved
85	LOS ANG CITY		WILSHIRE BL	ALVARADO BL	0.46	A	0.56	A	0.53	A	0.68	B	*	pm improved
86	LOS ANG CITY		WILSHIRE BL	BEVERLY GLEN BL	0.92	E	1.05	F	0.84	D	0.87	D		pm worsened
87	LOS ANG CITY		WILSHIRE BL	LA BREA AV	0.83	D	0.76	C	0.82	D	0.83	D		
88	LOS ANG CITY		WILSHIRE BL	SEPULVEDA BL	1.03	F	1.21	F	0.95	E	1.01	F		pm worsened
89	LOS ANG CITY		WILSHIRE BL	WESTERN AV	0.72	C	0.79	C	0.65	B	0.81	D	*	
90	LOS ANG COUNTY		AVENUE D	60TH ST WEST	0.25	A	0.18	A	0.22	A	0.23	A		
91	LOS ANG COUNTY	+	AZUSA AV	COLIMA RD	0.90	D	0.90	D	0.76	C	0.91	E		am worsened
92	LOS ANG COUNTY	+	COLIMA RD	HACIENDA BL	0.94	E	0.78	C	0.89	D	0.84	D		
93	LOS ANG COUNTY		HENRY MAYO DR	CHIQUITO CYN RD	0.37	A	0.39	A	0.51	A	0.49	A		improved
94	LOS ANG COUNTY		IMPERIAL HWY	CARMENITA RD	0.78	C	0.83	D	0.95	E	1.31	F		improved
95	LOS ANG COUNTY		LA CIENEGA BL	STOCKER ST	1.04	F	1.00	E	1.47	F	1.49	F	@	improved
96	LOS ANG COUNTY		LANCASTER RD	300TH ST WEST	Not Reported this cycle				0.17	A	0.18	A		

1999 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS WITH 1992 and 1999

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1999 LEVEL OF SERVICE				1992 LEVEL OF SERVICE					Substantial Change in LOS from 1992 to 1999**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.			
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
97	LOS ANG COUNTY	+	PACIFIC COAST HWY	TOPANGA CYN BL	0.94	E	0.68	B	0.96	E	0.75	C		
98	LOS ANG COUNTY		PEARBLOSSOM HWY	82ND ST E	0.40	A	0.64	B	0.46	A	0.52	A		pm worsened
99	LOS ANG COUNTY	+	PEARBLOSSOM HWY	ANTELOPE HWY	0.39	A	0.42	A	0.33	A	0.32	A		pm worsened
100	LOS ANG COUNTY		ROSEMEAD BL	HUNTINGTON DR	0.74	C	0.84	D	0.96	E	1.07	F		improved
101	LOS ANG COUNTY		ROSEMEAD BL	SAN GABRIEL BL	0.75	C	0.97	E	1.02	F	1.05	F		am improved
102	LOS ANG COUNTY		SIERRA HWY	RTE 14 (RED ROVER RD)	0.50	A	0.41	A	0.69	B	0.71	C		improved
103	LOS ANG COUNTY		SIERRA HWY	SAND CYN RD	0.61	B	0.69	B	0.86	D	1.04	F		improved
104	LOS ANG COUNTY		WHITTIER BL	ATLANTIC BL	0.62	B	0.71	C	0.68	B	0.77	C		
105	LYNWOOD		ALAMEDA ST	IMPERIAL HWY	construction		construction		1.02	F	1.04	F		
106	MALIBU	+	PACIFIC COAST HWY	DECKER RD	0.29	A	0.43	A	0.29	A	0.35	A		
107	MALIBU		PACIFIC COAST HWY	KANAN DUME RD	0.41	A	0.65	B	0.50	A	0.48	A		pm worsened
108	MALIBU		PACIFIC COAST HWY	LAS FLORES CYN RD	0.55	A	0.73	C	0.74	C	0.79	C		am improved
109	MALIBU		PACIFIC COAST HWY	MALIBU CYN RD	0.58	A	0.70	B	0.57	A	0.65	B		
110	MANHATTAN BCH		SEPULVEDA BL	ROSECRANS AV	1.23	F	1.11	F	1.22	F	1.22	F		pm improved
111	MONTEBELLO		WHITTIER BL	GARFIELD	0.63	B	0.78	C	0.81	D	0.86	D	@	am improved
112	MONTEBELLO		WHITTIER BL	MONTEBELLO BL	construction		construction		0.75	C	0.79	C		
113	<NORWALK		FIRESTONE BL	IMPERIAL HWY	no longer cmp intersection				0.92	E	0.86	D		
114	NORWALK		IMPERIAL HWY	NORWALK BL	0.90	D	0.87	D	0.84	D	0.95	E		
115	PALMDALE		FORT TEJON RD	PEARBLOSSOM HWY	0.48	A	0.54	A	0.52	A	0.57	A		
116	PALMDALE		PALMDALE BL	30TH ST E	0.48	A	0.62	B	0.42	A	0.69	B		
117	PALMDALE		PALMDALE BL	SIERRA HWY	0.49	A	0.67	B	0.48	A	0.72	C		
118	PALMDALE		47TH ST EAST	AVENUE S	0.52	A	0.63	B	0.45	A	0.53	A	@	pm worsened
119	PASADENA		ARROYO PKWY	CALIFORNIA BL	0.85	D	0.97	E	0.81	D	0.92	E		
120	PASADENA		PASADENA/ST JOHN AV	CALIFORNIA BL	0.94	E	0.95	E	0.95	E	0.95	E		
121	PASADENA		ROSEMEAD BL	FOOTHILL BL	0.65	B	0.88	D	0.70	B	0.87	D		
122	PICO RIVERA		ROSEMEAD BL	WASHINGTON BL	1.16	F	1.29	F	0.88	D	0.94	E		worsened
123	PICO RIVERA	+	ROSEMEAD BL	WHITTIER BL	0.88	D	1.02	F	0.77	C	0.89	D		worsened
124	POMONA		ARROW HWY	GAREY AV	0.87	D	0.88	D	0.63	B	0.85	D		am worsened
125	*POMONA		CORONA EXPY	GAREY AV	no longer cmp intersection				1.10	F	1.10	F		
126	POMONA		CORONA EXPY	MISSION BL	0.93	E	1.12	F	1.10	F	1.10	F		am improved
127	POMONA		FOOTHILL BL	GAREY AV	1.04	F	1.20	F	0.80	C	1.06	F		worsened
128	RANCHO PV		WESTERN AV	TOSCANINI DR	0.78	C	0.71	C	0.69	B	0.73	C		

1999 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS WITH 1992 and 1999

CMP Int.	RESPONSIBLE AGENCY		CMP ROUTE	CROSS STREET	1999 LEVEL OF SERVICE				1992 LEVEL OF SERVICE				Substantial Change in LOS from 1992 to 1999**
					AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.		
					V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
129	REDONDO BCH		ARTESIA BL	INGLEWOOD AV	0.97	E	1.01	F	0.98	E	1.16	F	pm improved
130	REDONDO BCH		PACIFIC COAST HWY	TORRANCE BL	0.91	E	0.89	D	0.94	E	1.09	F	pm improved
131	ROSEMEAD		ROSEMEAD BL	VALLEY BL	construction		construction		1.02	F	1.05	F	
132	SAN DIMAS		ARROW HWY	SAN DIMAS AV	0.50	A	0.76	C	0.47	A	0.67	B	
133	SANTA CLARITA		MAGIC MTN PKWY	VALENCIA BL	0.62	B	0.83	D	0.77	C	0.91	E	am improved
134	SANTA CLARITA		SAN FERNANDO RD	LYONS AV	0.67	B	0.83	D	0.85	D	1.06	F	improved
135	SANTA CLARITA	+	SAN FERNANDO RD	SIERRA HWY	0.91	E	1.05	F	1.04	F	0.88	D	am imp./pm worse
136	SANTA CLARITA		SIERRA HWY	PLACERITA CYN RD	0.52	A	0.49	A	0.69	B	0.67	B	improved
137	SANTA CLARITA		SIERRA HWY	SOLEDAD CYN RD	1.02	F	1.11	F	1.06	F	1.13	F	
138	SANTA MONICA		LINCOLN	PICO BL	0.69	B	0.75	C	0.93	E	0.91	E	improved
139	SANTA MONICA		SANTA MONICA BL	CLOVERFIELD BL	0.67	B	0.82	D	0.68	B	0.80	C	
140	SANTA MONICA	+	SANTA MONICA BL	LINCOLN BL	0.65	B	0.76	C	0.63	B	0.86	D	pm improved
141	SANTA MONICA		WILSHIRE BL	26TH ST	0.76	C	0.84	D	0.81	D	0.95	E	pm improved
142	SOUTH EL MONTE		ROSEMEAD BL	GARVEY AV	0.99	E	1.22	F	0.85	D	0.97	E	worsened
143	SOUTH GATE	+	ALAMEDA ST	FIRESTONE BL	0.77	C	0.87	D	0.69	B	0.86	D	
144	SOUTH GATE		FIRESTONE BL	ATLANTIC AV	0.84	D	0.95	E	0.91	E	1.11	F	pm improved
145	SOUTH PASADENA		FREMONT AV	HUNTINGTON DR	0.96	E	1.13	F	0.86	D	0.96	E	worsened
146	TEMPLE CITY		ROSEMEAD BL	LAS TUNAS DR	0.79	C	0.85	D	1.05	F	1.05	F	improved
147	TORRANCE		ARTESIA BL	CRENSHAW BL	1.04	F	1.08	F	1.11	F	1.11	F	
148	TORRANCE	+	ARTESIA BL	HAWTHORNE BL	1.49	F	1.46	F	1.09	F	1.01	F	worsened
149	TORRANCE		HAWTHORNE BL	190TH ST	1.04	F	1.13	F	0.99	E	0.94	E	pm worsened
150	TORRANCE		HAWTHORNE BL	SEPULVEDA BL	0.93	E	1.16	F	0.83	D	1.05	F	worsened
151	TORRANCE		PACIFIC COAST HWY	CRENSHAW BL	0.95	E	1.08	F	0.99	E	1.09	F	
152	TORRANCE	+	PACIFIC COAST HWY	HAWTHORNE	0.95	E	1.11	F	1.00	E	1.03	F	
153	TORRANCE		PACIFIC COAST HWY	PALOS VERDES BL	0.74	C	0.93	E	0.76	C	0.96	E	
154	TORRANCE		WESTERN AV	190TH ST	0.99	E	0.94	E	0.86	D	0.95	E	am worsened
155	TORRANCE		WESTERN AV	CARSON ST	0.96	E	1.06	F	0.95	E	1.04	F	
156	TORRANCE		WESTERN AV	SEPULVEDA BL	0.93	E	1.06	F	0.99	E	1.10	F	
157	W.COVINA		AZUSA AV	AMAR RD	0.70	C	0.99	E	0.96	E	1.25	F	improved
158	W.COVINA		AZUSA AV	CAMERON AV	0.84	D	0.85	D	0.69	B	0.77	C	am worsened
159	W.COVINA		AZUSA AV	WORKMAN AV	0.83	D	0.74	C	0.62	B	0.71	C	am worsened
160	W.HOLLYWOOD		SANTA MONICA BL	DOHENY DR	1.10	F	1.09	F	0.96	E	0.82	D	worsened
161	W.HOLLYWOOD		SANTA MONICA BL	LA CIENEGA BL	0.87	D	0.86	D	1.09	F	0.94	E	am improved

1999 CMP ARTERIAL MONITORING STATIONS AND LEVELS OF SERVICE: COMPARISONS WITH 1992 and 1999

CMP Int.	RESPONSIBLE AGENCY	CMP ROUTE	CROSS STREET	1999 LEVEL OF SERVICE				1992 LEVEL OF SERVICE				Substantial Change in LOS from 1992 to 1999**
				AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.		
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
162	WHITTIER	WHITTIER BL	COLIMA RD	1.05	F	1.10	F	0.85	D	0.96	E	worsened
163	WHITTIER	WHITTIER BL	NORWALK BL	1.05	F	1.01	F	0.92	E	0.81	D	worsened
164	WHITTIER	WHITTIER BL	PAINTER AV	0.94	E	1.00	E	0.84	D	1.14	F *	am worse/pm imp.

+ Intersection of two CMP arterials.
** Change of 0.10 or more and change in LOS
.@ The base year for comparision is 1995
* Affected by Construction/ No longer exists
< No longer a CMP Monitoring Station
^ LOS assumed same as previous CMP
Int. = Intersection; Imp. = Improved; Wor. = Worsened.
<< CMP Monitoring Station location has changed
improved = am and pm improved

1999 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP	Fwy	Post		Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
Statn	Rte	Mile	Location	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1001	2	R17.78	at Round Top Rd.	3,677	10,000	0.37	B	7001	10,000	0.70	C	10,100	10000	1.01	F0	4,303	10,000	0.43	B
1002	5	7.83	at Lemoran Ave.	10,880	8,000	1.36	F2	6521	8,000	0.82	D	6,103	8000	0.76	C	10,880	8,000	1.36	F2
1003	5	13.35	Ferris Ave.	10,080	8,000	1.26	F1	5717	8,000	0.71	C	6,737	8000	0.84	D	10,880	8,000	1.36	F2
1004	5	21.80	Stadium Way	8,989	10,000	0.90	D	12600	10,000	1.26	F1	13,600	10000	1.36	F2	8,813	10,000	0.88	D
1005	5	25.50	s/o Colorado Blvd. Exit.	8,068	10,000	0.81	D	9340	10,000	0.93	D	13,600	10000	1.36	F2	8,756	10,000	0.88	D
1006	5	29.97	Burbank Blvd.	6,106	8,000	0.76	C	7285	8,000	0.91	D	7,460	8000	0.93	D	6,309	8,000	0.79	D
1007	5	36.90	n/o jct Rte 170, Osborne St.	8,346	12,000	0.70	C	15120	12,000	1.26	F1	10,100	10000	1.01	F0	9,174	10,000	0.92	D
1008	5	R46.55	n/o Rte 14	4,423	10,000	0.44	B	6732	10,000	0.67	C	7,055	10000	0.71	C	5,151	10,000	0.52	B
1009	5	R55.48	n/o Jct Rte 126 West	1,497	8,000	0.19	A	2650	8,000	0.33	A	2,429	8000	0.30	A	2,328	8,000	0.29	A
1010	10	R2.17	Lincoln Blvd.	5,117	6,000	0.85	D	3635	6,000	0.61	C	3,851	6000	0.64	C	3,826	6,000	0.64	C
1011	10	R6.75	c/o Overland Ave.	10,080	8,000	1.26	F1	10880	8,000	1.36	F2	8,911	10000	0.89	D	8,517	10,000	0.85	D
1012	10	R10.71	c/o La Brea Ave. UC	12,920	9,500	1.36	F2	13870	9,500	1.46	F3	10,080	8000	1.26	F1	10,880	8,000	1.36	F2
1013	10	13.53	Budlong Ave.	17,000	12,500	1.36	F2	18250	12,500	1.46	F3	17,000	12500	1.36	F2	17,000	12,500	1.36	F2
1014	10	19.67	at East LA City Limit	6,926	12,000	0.58	C	12120	12,000	1.01	F0	11,129	12000	0.93	D	7,708	12,000	0.64	C
1015	10	23.28	Atlantic Blvd.	4,629	8,000	0.58	C	10880	8,000	1.36	F2	10,880	8000	1.36	F2	5,860	8,000	0.73	C
1016	10	26.79	Rosemead Blvd.	5,917	8,000	0.74	C	10880	8,000	1.36	F2	10,880	8000	1.36	F2	5,905	8,000	0.74	C
1017	10	30.30	e/o Peck Rd.	5,870	8,000	0.73	C	10880	8,000	1.36	F2	10,880	8000	1.36	F2	6,070	8,000	0.76	C
1018	10	34.28	e/o Puente Ave.	5,734	10,000	0.57	C	13600	10,000	1.36	F2	13,600	10000	1.36	F2	3,236	10,000	0.32	A
1019	10	38.48	Grand Ave.	5,620	10,000	0.56	C	7829	10,000	0.78	D	8,080	8000	1.01	F0	6,331	8,000	0.79	D
1020	10	44.13	Dudley St.	7,103	8,000	0.89	D	11680	8,000	1.46	F3	8,268	8000	1.03	F0	7,074	8,000	0.88	D
1021	10	47.11	w/o Indian Hill Blvd.	5,911	8,000	0.74	C	10080	8,000	1.26	F1	10,880	8000	1.36	F2	7,365	8,000	0.92	D
1022	14	R26.00	n/o Jct Rte 5	2,491	10,000	0.25	A	8086	10,000	0.81	D	9,090	10000	0.91	D	3,454	10,000	0.35	A
1023	14	R54.20	s/o Angeles Forest Hwy	1,781	4,000	0.45	B	4000	4,000	1.00	E	4,000	4000	1.00	E	2,060	4,000	0.52	B
1024	14	R73.00	s/o Jct Rte 48	1,378	4,000	0.34	A	1139	4,000	0.28	A	918	4000	0.23	A	1,530	4,000	0.38	B
1025	57	R 2.60	s/o Pathfinder Rd.	5,741	8,000	0.72	C	10080	8,000	1.26	F1	8,000	8000	1.00	E	5,670	8,000	0.71	C
1026	57	R 6.85	s/o Jct Rtes 10/71/210	6,010	10,000	0.60	C	5204	10,000	0.52	B	5,526	10000	0.55	C	6,194	10,000	0.62	C
1027	60	R 2.22	e/o Indiana St.	4,966	12,000	0.41	B	15120	12,000	1.26	F1	16,320	12000	1.36	F2	6,325	12,000	0.53	B
1028	60	10.60	w/o Peck Rd.	7,221	10,000	0.72	C	13600	10,000	1.36	F2	12,600	10000	1.26	F1	7,171	10,000	0.72	C
1029	60	12.20	c/o Jct 605	6,995	12,000	0.58	C	17520	12,000	1.46	F3	12,600	10000	1.26	F1	8,051	10,000	0.81	D
1030	60	20.92	e/o Nogales St.	6,686	8,000	0.84	D	10080	8,000	1.26	F1	10,880	8000	1.36	F2	7,170	8,000	0.90	D

1999 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Statn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1031	60	22.94	Brea Canyon Rd.	6,594	8,000	0.82	D	10080	8,000	1.26	F1	7,038	8000	0.88	D	7,029	8,000	0.88	D
1032	60	R26.57	c/o Jct Rte 57 North	4,828	8,000	0.60	C	10880	8,000	1.36	F2	6,000	6000	1.00	E	5,461	6,000	0.91	D
1033	91	R10.62	c/o Alameda St./Santa Fe Ave.	6,540	12,000	0.54	B	16320	12,000	1.36	F2	12,120	12000	1.01	F0	3,926	12,000	0.33	A
1034	91	R13.35	c/o Cherry Ave.	7,939	10,000	0.79	D	10100	10,000	1.01	F0	10,100	10000	1.01	F0	7,532	10,000	0.75	C
1035	91	R18.21	Norwalk/Pioneer Blvd.	7,948	8,000	0.99	E	10080	8,000	1.26	F1	10,880	8000	1.36	F2	8,000	8,000	1.00	E
1036	101	0.46	n/o Vignes St.	13,600	10,000	1.36	F2	6360	10,000	0.64	C	5,068	8000	0.63	C	10,880	8,000	1.36	F2
1037	101	5.20	s/o Santa Monica Blvd.	6,868	8,000	0.86	D	10880	8,000	1.36	F2	10,880	8000	1.36	F2	10,080	8,000	1.26	F1
1038	101	13.98	Coldwater Canyon Ave.	13,600	10,000	1.36	F2	10100	10,000	1.01	F0	13,600	10000	1.36	F2	13,600	10,000	1.36	F2
1039	101	23.40	Winnetka Ave.	9,140	10,000	0.91	D	10100	10,000	1.01	F0	13,600	10000	1.36	F2	10,100	10,000	1.01	F0
1040	101	36.18	n/o Reyes Adobe Rd.	6,064	10,000	0.61	C	8523	10,000	0.85	D	7,892	10000	0.79	D	6,270	10,000	0.63	C
1041	105	R1.00	c/o Sepulveda Blvd. (Jct Rte 1)	2,949	6,000	0.49	B	3533	6,000	0.59	C	6,000	6000	1.00	E	5,754	6,000	0.96	E
1042	105	R5.50	e/o Crenshaw Blvd., w/o Vermont	7,511	8,000	0.94	E	11680	8,000	1.46	F3	10,880	8000	1.36	F2	7,219	8,000	0.90	D
1043	105	R12.60	w/o Jct Rte 710, e/o Harris Ave.	6,206	8,000	0.78	D	6379	8,000	0.80	D	10,080	8000	1.26	F1	6,562	8,000	0.82	D
1044	105	R17.00	c/o Bellflower Blvd., w/o Rte 605	5,392	8,000	0.67	C	11680	8,000	1.46	F3	10,080	8000	1.26	F1	4,598	8,000	0.57	C
1045	110	2.77	Wilmington, s/o "C" St.	4,476	8,000	0.56	C	3024	8,000	0.38	B	4,475	8000	0.56	C	3,028	8,000	0.38	B
1046	110	15.86	Manchester Blvd.	10,880	8,000	1.36	F2	7500	8,000	0.94	E	8,000	8000	1.00	E	8,000	8,000	1.00	E
1047	110	17.95	Slauson Ave.	10,880	8,000	1.36	F2	8080	8,000	1.01	F0	8,000	8000	1.00	E	8,327	8,000	1.04	F0
1048	110	23.50	s/o Rte 101	6,271	8,000	0.78	D	11680	8,000	1.46	F3	10,880	8000	1.36	F2	10,880	8,000	1.36	F2
1049	110	23.96	at Alpine St.	4,423	6,000	0.74	C	8760	6,000	1.46	F3	8,160	6000	1.36	F2	8,160	6,000	1.36	F2
1050	110	26.50	at Pasadena Ave.	2,951	6,000	0.49	B	6000	6,000	1.00	E	8,160	6000	1.36	F2	3,522	6,000	0.59	C
1051	118	R1.19	at LA/Ven County Line	5,622	6,000	0.94	E	4099	6,000	0.68	C	3,876	6000	0.65	C	5,302	6,000	0.88	D
1052	118	R9.10	e/o Woodley Ave.	10,000	10,000	1.00	E	8792	10,000	0.88	D	9,159	10000	0.92	D	9,569	10,000	0.96	E
1053	118	R13.44	w/o Jct Rte 210	4,062	8,000	0.51	B	4861	8,000	0.61	C	5,378	8000	0.67	C	4,146	8,000	0.52	B
1054	134	1.26	at Forman Ave.	7,752	8,000	0.97	E	7001	8,000	0.88	D	10,880	8000	1.36	F2	10,080	8,000	1.26	F1
1055	134	R7.13	c/o Central Ave.	6,235	8,000	0.78	D	8080	8,000	1.01	F0	10,080	8000	1.26	F1	6,024	8,000	0.75	C
1056	134	R12.09	w/o San Rafael Ave.	8,000	8,000	1.00	E	8000	8,000	1.00	E	7,959	8000	0.99	E	7,020	8,000	0.88	D
1057	170	R17.62	s/o Sherman Way	5,040	8,000	0.63	C	6448	8,000	0.81	D	7,591	8000	0.95	E	5,270	8,000	0.66	C

1999 CMP FREEWAY MONITORING STATIONS AND LEVELS OF SERVICE

CMP Statn	Fwy Rte	Post Mile	Location	Northbound/Eastbound								Southbound/Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS	Demand	Cap	D/C	LOS
1058	210	R 3.57	c/o Polk St.	4,663	6,000	0.78	D	2221	6,000	0.37	B	1,884	6000	0.31	A	4,098	6,000	0.68	C
1059	210	R7.19	at Terra Bella St.	6,078	8,000	0.76	C	4042	8,000	0.51	B	4,136	8000	0.52	B	6,011	8,000	0.75	C
1060	210	R23.55	w/o Rtes 134/710	6,256	10,000	0.63	C	4486	10,000	0.45	B	4,470	10000	0.45	B	6,442	10,000	0.64	C
1061	210	R29.72	Rosemead Blvd.	7,447	8,000	0.93	D	10880	8,000	1.36	F2	10,100	10000	1.01	F0	7,817	10,000	0.78	D
1062	210	R35.74	w/o Rte 605	7,574	10,000	0.76	C	10100	10,000	1.01	F0	12,600	10000	1.26	F1	7,793	10,000	0.78	D
1063	210	R46.45	at San Dimas Ave.	6,436	8,000	0.80	D	6169	8,000	0.77	C	6,704	8000	0.84	D	6,627	8,000	0.83	D
1064	405	0.40	n/o Rte 22	8,080	8,000	1.01	F0	6574	8,000	0.82	D	6,860	10000	0.69	C	12,600	10,000	1.26	F1
1065	405	8.02	Santa Fe Ave.	7,576	8,000	0.95	E	6693	8,000	0.84	D	7,478	8000	0.93	D	8,080	8,000	1.01	F0
1066	405	11.90	s/o Rte 110 @ Carson Scales	10,100	10,000	1.01	F0	8409	10,000	0.84	D	8,262	10000	0.83	D	10,100	10,000	1.01	F0
1067	405	18.63	n/o Inglewood Ave, at Compton Bl.	10,880	8,000	1.36	F2	8000	8,000	1.00	E	7,727	8000	0.97	E	8,000	8,000	1.00	E
1068	405	24.27	n/o La Tijera Blvd.	13,600	10,000	1.36	F2	12600	10,000	1.26	F1	8,876	10000	0.89	D	9,211	10,000	0.92	D
1069	405	28.30	n/o Venice Blvd.	13,600	10,000	1.36	F2	14600	10,000	1.46	F3	8,150	10000	0.81	D	13,600	10,000	1.36	F2
1070	405	35.81	s/o Mulholland Dr.	8,096	10,000	0.81	D	14600	10,000	1.46	F3	11,680	8000	1.46	F3	8,000	8,000	1.00	E
1071	405	44.27	n/o Roscoe Blvd.	6,138	10,000	0.61	C	12600	10,000	1.26	F1	8,080	8000	1.01	F0	6,254	8,000	0.78	D
1072	605	R2.31	n/o Carson St.	10,080	8,000	1.26	F1	8080	8,000	1.01	F0	6,466	8000	0.81	D	8,000	8,000	1.00	E
1073	605	R5.58	n/o Jct Rte 91, s/o Alondra	12,120	12,000	1.01	F0	5192	12,000	0.43	B	5,118	12000	0.43	B	12,120	12,000	1.01	F0
1074	605	R11.00	n/o Telegraph Rd.	5,888	8,000	0.74	C	10080	8,000	1.26	F1	10,880	8000	1.36	F2	11,680	8,000	1.46	F3
1075	605	R17.75	n/o Jct Rte 60	5,567	8,000	0.70	C	10880	8,000	1.36	F2	8,080	8000	1.01	F0	5,911	8,000	0.74	C
1076	605	22.92	at San Gabriel River Bridge	4,401	8,000	0.55	C	5820	8,000	0.73	C	6,569	8000	0.82	D	4,798	8,000	0.60	C
1077	710	7.60	n/o Jct Rte 1(PCH), Willow St.	5,829	6,000	0.97	E	5330	6,000	0.89	D	5,815	6000	0.97	E	5,160	6,000	0.86	D
1078	710	10.31	n/o Jct Rte 405, s/o Del Amo	7,543	8,000	0.94	E	7521	8,000	0.94	E	7,256	8000	0.91	D	6,515	8,000	0.81	D
1079	710	19.10	n/o Rte 105, n/o Firestone	10,080	8,000	1.26	F1	10880	8,000	1.36	F2	7,791	8000	0.97	E	7,756	8,000	0.97	E
1080	710	23.75	s/o Rte 60	7,045	8,000	0.88	D	8013	8,000	1.00	E	7,693	8000	0.96	E	8,080	8,000	1.01	F0

NOTES:

Cap. = Capacity

CMP Station Nos. have been revised from 1997

D/C = Demand / Capacity

1992-99 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Location	1999 North/East Bound AM D/C	1999 North/East Bound PM D/C	1999 South/West Bound AM D/C	1999 South/West Bound PM D/C	1992 North/Eastbound AM D/C	1992 North/Eastbound PM D/C	1992 South/Westbound AM D/C	1992 South/Westbound PM D/C	Substantial Changes North/East	Substantial Changes South/West
1001	2	at Round Top Rd.	0.37	0.70	1.01	0.43	0.49	0.98	1.26	0.46	pm improved	am improved
1002	5	at Lemoran Ave.	1.36	0.82	0.76	1.36	1.40	0.93	0.86	1.29	pm improved	am improved
1003	5	Ferris Ave.	1.26	0.71	0.84	1.36	1.26	0.92	0.96	1.33	pm improved	am improved
1004	5	Stadium Way	0.90	1.26	1.36	0.88	0.89	1.27	1.04	0.90		am worsened
1005	5	s/o Colorado Blvd. Exit.	0.81	0.93	1.36	0.88	0.62	0.80	0.79	0.66	worsened	worsened
1006	5	Burbank Blvd.	0.76	0.91	0.93	0.79	0.64	0.87	0.98	0.63	am worsened	pm worsened
1007	5	n/o jct Rte 170, Osborne St.	0.70	1.26	1.01	0.92	0.79	1.29	1.31	0.81		am imp/pm worse
1008	5	n/o Rte 14	0.44	0.67	0.71	0.52	0.72	1.18	1.12	0.77	improved	improved
1009	5	n/o Jct Rte 126 West	0.19	0.33	0.30	0.29	0.75	0.99	0.91	0.76	improved	improved
1010	10	Lincoln Blvd.	0.85	0.61	0.64	0.64	0.88	0.78	0.84	0.79	pm improved	improved
1011	10	e/o Overland Ave.	1.26	1.36	0.89	0.85	1.27	1.37	1.18	1.29		improved
1012	10	e/o La Brea Ave. UC	1.36	1.46	1.26	1.36	1.30	1.22	1.30	1.49	pm worsened	pm improved
1013	10	Budlong Ave.	1.36	1.46	1.36	1.36	0.96	1.42	1.13	1.38	am worsened	am worsened
1014	10	at East LA City Limit	0.58	1.01	0.93	0.64	0.79	1.17	1.29	0.85	improved	improved
1015	10	Atlantic Blvd.	0.58	1.36	1.36	0.73	0.74	1.53	1.43	0.90	improved	pm improved
1016	10	Rosemead Blvd.	0.74	1.36	1.36	0.74	0.70	1.37	1.36	0.73		
1017	10	e/o Peck Rd.	0.73	1.36	1.36	0.76	0.66	1.36	1.26	0.73		am worsened
1018	10	e/o Puente Ave.	0.57	1.36	1.36	0.32	0.81	1.36	1.36	0.82	am improved	pm improved
1019	10	Grand Ave.	0.56	0.78	1.01	0.79	0.78	0.97	0.97	0.78	improved	
1020	10	Dudley St.	0.89	1.46	1.03	0.88	0.82	1.31	1.00	0.78	pm worsened	pm worsened
1021	10	w/o Indian Hill Blvd.	0.74	1.26	1.36	0.92	0.95	1.26	1.26	1.00	am improved	am worsened
1022	14	n/o Jct Rte 5	0.25	0.81	0.91	0.35	0.33	0.92	1.04	0.44	pm improved	am improved
1023	14	s/o Angeles Forest Hwy	0.45	1.00	1.00	0.52	0.37	0.95	0.79	0.40		am worsened
1024	14	s/o Jct Rte 48	0.34	0.28	0.23	0.38	0.29	0.27	0.21	0.31		
1025	57	s/o Pathfinder Rd.	0.72	1.26	1.00	0.71	0.80	1.28	1.20	0.88		improved
1026	57	s/o Jct Rtes 10/71/210	0.60	0.52	0.55	0.62	0.71	0.88	0.95	0.78	improved	improved
1027	60	e/o Indiana St.	0.41	1.26	1.36	0.53	0.75	1.12	1.30	0.68	am imp/pm worse	pm improved
1028	60	w/o Peck Rd.	0.72	1.36	1.26	0.72	0.65	1.46	1.38	0.64	pm improved	am improved
1029	60	e/o Jct 605	0.58	1.46	1.26	0.81	0.64	0.94	1.27	0.81	am worsened	

1992-99 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Location	1999 North/East Bound AM D/C	1999 North/East Bound PM D/C	1999 South/West Bound AM D/C	1999 South/West Bound PM D/C	1992 North/Eastbound AM D/C	1992 North/Eastbound PM D/C	1992 South/Westbound AM D/C	1992 South/Westbound PM D/C	Substantial Changes North/East	Substantial Changes South/West
1030	60	c/o Nogales St.	0.84	1.26	1.36	0.90	0.74	0.95	0.92	0.88	worsened	am worsened
1031	60	Brea Canyon Rd.	0.82	1.26	0.88	0.88	0.62	1.38	0.94	0.70	am worse/pm imp	pm worsened
1032	60	c/o Jct Rte 57 North	0.60	1.36	1.00	0.91	0.75	1.45	1.38	0.91	am improved	am improved
1033	91	c/o Alameda St./Santa Fe Ave.	0.54	1.36	1.01	0.33	1.02	1.46	1.39	1.09	improved	improved
1034	91	c/o Cherry Ave.	0.79	1.01	1.01	0.75	0.77	1.39	1.42	0.70	pm improved	am improved
1035	91	Norwalk/Pioneer Blvd.	0.99	1.26	1.36	1.00	0.66	1.08	1.30	0.76	worsened	pm worsened
1036	101	n/o Vignes St.	1.36	0.64	0.63	1.36	1.32	0.80	0.80	1.48	pm improved	improved
1037	101	s/o Santa Monica Blvd.	0.86	1.36	1.36	1.26	0.75	0.93	1.09	0.79	worsened	worsened
1038	101	Coldwater Canyon Ave.	1.36	1.01	1.36	1.36	1.39	1.42	1.27	1.23	pm improved	pm worsened
1039	101	Winnetka Ave.	0.91	1.01	1.36	1.01	1.21	1.21	1.53	1.33	improved	improved
1040	101	n/o Reyes Adobe Rd.	0.61	0.85	0.79	0.63	0.48	0.91	0.78	0.58	am worsened	
1041	105	c/o Sepulveda Blvd. (Jct Rte 1)	0.49	0.59	1.00	0.96	*0.44	*0.63	*0.69	*0.20		worsened
1042	105	e/o Crenshaw Blvd., w/o Vermont	0.94	1.46	1.36	0.90	*0.92	*1.26	*1.26	*1.00	pm worsened	am worse/pm imp
1043	105	w/o Jct Rte 710, c/o Harris Ave.	0.78	0.80	1.26	0.82	*0.74	*0.91	*1.26	*0.82	pm improved	
1044	105	e/o Bellflower Blvd., w/o Rte 605	0.67	1.46	1.26	0.57	*0.64	*1.46	*1.01	*0.68		am worse/pm imp
1045	110	Wilmington, s/o "C" St.	0.56	0.38	0.56	0.38	1.21	0.75	0.65	1.12	improved	pm improved
1046	110	Manchester Blvd.	1.36	0.94	1.00	1.00	1.05	0.96	0.86	0.96	am worsened	am worsened
1047	110	Slauson Ave.	1.36	1.01	1.00	1.04	1.46	1.28	1.28	0.97	improved	am improved
1048	110	s/o Rte 101	0.78	1.46	1.36	1.36	1.42	1.48	1.48	1.09	am improved	am imp/pm worse
1049	110	at Alpine St.	0.74	1.46	1.36	1.36	0.67	1.52	1.40	0.69		pm worsened
1050	110	at Pasadena Ave.	0.49	1.00	1.36	0.59	0.55	1.00	1.25	0.82		am worse/pm imp
1051	118	at LA/Ven County Line	0.94	0.68	0.65	0.88	1.06	0.57	0.46	1.19	am imp/pm worse	am worse/pm imp
1052	118	c/o Woodley Ave.	1.00	0.88	0.92	0.96	0.82	0.68	1.03	1.28	worsened	improved
1053	118	w/o Jct Rte 210	0.51	0.61	0.67	0.52	0.50	0.64	0.57	0.47		am worsened
1054	134	at Forman Ave.	0.97	0.88	1.36	1.26	0.85	0.85	0.78	1.27	am worsened	am worsened
1055	134	e/o Central Ave.	0.78	1.01	1.26	0.75	0.87	1.14	1.12	0.73	pm improved	am worsened
1056	134	w/o San Rafael Ave.	1.00	1.00	0.99	0.88	0.85	0.95	1.26	0.84	am worsened	am improved
1057	170	s/o Sherman Way	0.63	0.81	0.95	0.66	0.57	0.83	0.90	0.62		

1992-99 CMP FREEWAY LEVELS OF SERVICE COMPARISON

CMP Station	Fwy Rte	Location	1999 North/East Bound AM D/C	1999 North/East Bound PM D/C	1999 South/West Bound AM D/C	1999 South/West Bound PM D/C	1992 North/Eastbound AM D/C	1992 North/Eastbound PM D/C	1992 South/Westbound AM D/C	1992 South/Westbound PM D/C	Substantial Changes North/East	Substantial Changes South/West
1058	210	e/o Polk St.	0.78	0.37	0.31	0.68	0.73	0.62	0.24	0.62	pm improved	
1059	210	at Terra Bella St.	0.76	0.51	0.52	0.75	0.73	0.44	0.43	0.72		
1060	210	w/o Rtes 134/710	0.63	0.45	0.45	0.64	0.74	0.45	0.48	0.72	am improved	
1061	210	Rosemead Blvd.	0.93	1.36	1.01	0.78	0.71	1.43	1.32	0.72	am worsened	am improved
1062	210	w/o Rte 605	0.76	1.01	1.26	0.78	0.82	1.28	1.12	0.80	pm improved	am worsened
1063	210	at San Dimas Ave.	0.80	0.77	0.84	0.83	0.75	0.68	0.67	0.82		am worsened
1064	405	n/o Rte 22	1.01	0.82	0.69	1.26	1.29	0.92	0.91	1.46	improved	improved
1065	405	Santa Fe Ave.	0.95	0.84	0.93	1.01	1.32	0.72	0.91	1.36	am imp/pm worse	pm improved
1066	405	s/o Rte 110 @ Carson Scales	1.01	0.84	0.83	1.01	1.21	0.93	0.84	1.46	*am improved*	*pm improved*
1067	405	n/o Inglewood Ave, at Compton Blvd.	1.36	1.00	0.97	1.00	1.44	1.18	1.07	1.54	pm improved	improved
1068	405	n/o La Tijera Blvd.	1.36	1.26	0.89	0.92	1.44	1.25	1.08	1.27		improved
1069	405	n/o Venice Blvd.	1.36	1.46	0.81	1.36	1.26	1.26	1.03	1.03	worsened	am imp/pm worse
1070	405	s/o Mulholland Dr.	0.81	1.46	1.46	1.00	0.86	1.46	1.28	1.01		am worsened
1071	405	n/o Roscoe Blvd.	0.61	1.26	1.01	0.78	0.75	1.02	1.20	0.94	am imp/pm worse	improved
1072	605	n/o Carson St.	1.26	1.01	0.81	1.00	1.02	1.08	1.10	1.14	am worse	improved
1073	605	n/o Jct Rte 91, s/o Alondra	1.01	0.43	0.43	1.01	1.39	1.45	0.88	1.38	improved	improved
1074	605	n/o Telegraph Rd.	0.74	1.26	1.36	1.46	0.63	1.27	1.00	0.88	am worse	worsened
1075	605	n/o Jct Rte 60	0.70	1.36	1.01	0.74	0.68	0.99	1.03	0.78	pm worsened	
1076	605	at San Gabriel River Bridge	0.55	0.73	0.82	0.60	0.50	0.70	0.80	0.60		
1077	710	n/o Jct Rte 1(PCH), Willow St.	0.97	0.89	0.97	0.86	0.81	0.90	0.99	0.90	am worsened	
1078	710	n/o Jct Rte 405, s/o Del Amo	0.94	0.94	0.91	0.81	0.65	0.66	0.94	1.01	worsened	
1079	710	n/o Rte 105, n/o Firestone	1.26	1.36	0.97	0.97	1.11	0.86	0.72	0.99	worsened	am worsened
1080	710	s/o Rte 60	0.88	1.00	0.96	1.01	0.82	0.82	0.79	1.27	pm worsened	am worse/pm imp

*1995 was the first year that the Glenn Anderson Freeway (I-105) was included in the CMP and monitored for CMP purposes. 1995 serves as the base year for comparing LOS changes for this route only.

APPENDIX

B

LOCAL IMPLEMENTATION REPORT FORMS

These instructions are intended to assist local agencies in preparing their annual Local Implementation Reports (debits and credits) implementing the CMP deficiency plan. Please refer to the "1997 CMP" for a complete description of deficiency plan requirements.

Local agencies are encouraged to prepare their annual Local Implementation Reports (LIRs) using the electronic resources available from the MTA. Available either on diskette by mail, or via e-mail, these include an Excel spreadsheet for preparation of the LIR, along with instructions, resolution language, and other information. The information contained in this Appendix replicates much of the instructions, forms and electronic material that is available. Nevertheless, it is written as if the reader is preparing the LIR manually. To obtain a copy, please call Mario Oropeza at (213) 922-7658.

B.1 INTRODUCTION

LIR credit claim have been tailored to each type of credit strategy claimed (see Appendix F of the 1997 CMP)., with separate claim forms for land use, capital improvements, transit, and transportation demand management (TDM). There is also a special form for claiming credits for the Multi-modal Transportation Center (MMTC) strategy. Whether you will be using the computer spreadsheet to complete your Local Implementation Report (LIR), or will be completing the forms manually, please take time to review the following notes.

NOTE TO PAPER (HARD COPY) FORM USERS: If you prefer to use the paper, hard copy forms that were included here, these instructions will provide you with useful information. Please note that there are sample claim forms included as well, attached to the back of the blank forms.

B.2 LOCAL IMPLEMENTATION REPORT PREPARATION

FORM NAME	LIR PAGE
1. Deficiency Plan Status Summary	Section I, Page 1
2. New Development Activity	Section I, Page 2
3. New Development Adjustments	Section I, Page 3
4. Exempted Development Activity	Section I, Page 4
5. Land Use Credit Claims	Section II.a, Page 1
6. Capital Improvement Credit Claims	Section II.b, Page 1
7. Multi-Modal Transportation Center Credit Claims	Section II.c, Page 1
8 Transit Credit Claims	Section II.d, Page 1
9. Transportation Demand Management Credit Claims	Section II.e, Page 1

B.2.1 Instructions By LIR Page

SECTION I

Deficiency Plan Summary Page - This is the cover page of the LIR. It summarizes the primary information within the LIR.

New Development Activity Page - This is the New Development Activity page (Section I, page 2 of the LIR). Enter information in the cells . Remember to enter square footages in thousands of square feet (100 equals 100,000 Sq. Ft.). Where you have no information to enter, enter a zero (0) so that the page will total correctly. Refer to Appendix G of the 1997 CMP for definitions of each land use category.

New Development Adjustments Page - This is the New Development Adjustments page (Section I, page 3). Adjustments are recorded for demolition permits issued during the reporting period, or for prior building permits that were issued and then revoked, expired or withdrawn during the reporting period. Enter information in the cells. Refer to Appendix G of the 1997 CMP for definitions of each land use category.

Exempt Development Activity Page - This is the Exempt Development Activity page (Section I, page 4). If you have building permits issued that qualify in any of these categories, DO NOT include them with the projects you reported on the New Development Activity page (Tab 2 above). Definitions for "Exempted Developments" are shown at the end of this page of the spreadsheet or beginning on page G-9 of the 1997 CMP.

SECTION II (Credit Claim-related Pages)

Please refer to Appendix F of the 1997 CMP for information about qualifying strategies.
**Note: Each set of claim forms includes a sample. The following notes provide information for the required information, keyed by the number shown on the form.

Land Use Claims Form - This is the first page of Section II of the LIR, and it is used for the 100 numbered series Toolbox Strategies only. If you have an MMTC Land Use claim (Strategy nos. 131-136), use the MMTC Land Use tables in Appendix F, Exhibits F-1 through F-3, on pages F-19 through F-24 of the 1997 CMP, to determine your credit value.

The land use strategy forms are designed to give CMP staff sufficient information to locate the project, identify the transportation center or transit corridor it is near, and to determine the project's density. Inclusion of this information will eliminate the need for CMP staff to request additional information from you. Refer to the attached sample form for more detail regarding each entry.

Mixed-use projects require that a separate claim form be completed for each type of use within the project (Residential, Retail, Non-retail Commercial). If your mixed use project in-fills an

existing developed area, and adjacent land uses (within 500 ft) are used to qualify the project for mixed-use credit, attach documentation that demonstrates how the minimum criteria for the strategy are being met (see note #5 at the bottom of Exhibits F-1 through F-3, on pages F-19 through F-24 of the 1997 CMP).

Instructions by box number for Land Use Claims Form:

BOX # DESCRIPTION

1 Your Land Use claim number, from first to last.
2 CMP Strategy Number
3 CMP Strategy Title
4 Name of Project/contract number/other description
5 Quantity of units that the strategy will be valued by (dwelling units/1000s of square feet)
6 Type of units (Dwelling units/1000s of square feet)
7 Primary street address for project site
8 Transit Center, Transit Corridor or MMTC that the project is near
9 If this is a large development/planning area, then describe boundaries if known
10 Identify the square footages of the other uses if this is a mixed use claim
11 This is the site area (net of dedicated right-of-way) in square feet.
12 Net acres of site area.
13 Residential Density (dwelling units per net acre).
14 Non-residential Density in Floor Area Ratio (FAR) (building area to land area)
15 Other Information that is needed to obtain credit, such as the pedestrian/ADA/bicycle paths from the site to the center.
16 Credit factor per unit of measure
17 Credit factor (#16) times the scope (#5).
18 Year expected to be completed
19 Project cost in 1,000s of dollars
20 Percent of project funded with non-MTA funds
21 Current milestone (1,2 or 3)
22 Any credits received previously for this project
23 Milestone percent factor (10%, 40% or 100%).
24 The net credit value is the project value (#17) times (#20) and times (#23), minus (#22).

To determine the credit value of your land use strategy, you must know the headway rating for the MMTC, and the density of the development project. The MMTC Claim Form (see below: "MMTC Claims Form"), calculates the headway rating.

Capital Improvement Claims Form - This page is used to claim credit for any of the "200 series" Tool Box Strategies (nos. 211-246), with the exception of No. 223, the Multi-Modal Transportation Center (MMTC). MMTCs are claimed on the next form.

Definitions by box number, for Capital Improvement Claims Form:

BOX # DESCRIPTION

1	Your Capital Improvement claim number, from first to last .
2	CMP Strategy Number
3	CMP Strategy Title
4	Name of Project/contract number/other description
5	Quantity of units that the strategy will be valued by (lane miles, route miles, etc)
6	Type of units (lane miles, etc)
7	Primary street/highway
8	Extent of project improvement (crossing streets, post miles)
9	The intersection of the improvement if applicable.
10	Thomas Brothers Map Page
11	Other jurisdictions that are participating in the project
12	Percent of MTA programmed funds
13	Your jurisdiction's percent of the funding
14	Percentage of the improvement located within your jurisdiction
15	Other information relevant to your credit claim
16	CMP Credit factor
17	Total Project Credit value (#5 x #16) x (100% - #12)
18	Expected completion date
19	Estimated cost in 1000s
20	Local Participation rate by your jurisdiction (80% of #13 plus 20% of #14).
21	Current milestone (1,2 or 3)
22	Credits issue for this project in prior LIRs.
23	Milestone percentage factor (20%, 70%, 100%)
24	Net value equals (#17) x (#20) x (#23) - (#22)

MMTC Claims Form - This page is used to claim credit for MMTC improvements, or to qualify an MMTC so that credit can be earned for land use Strategy Nos. 131-136. Contact Mario Oropeza, (213) 922-7658 for available rail boardings information and questions regarding MMTC credits.

Definitions by box number, MMTC Claims Form:

BOX # DESCRIPTION

1	Enter your strategy project number (consecutive from first claim to last)
2	Enter the CMP Strategy No (enter 223.0)
3	Enter the CMP Strategy name (enter Multi-Modal Transportation Center)
4	Enter your name for the project.
5	Enter the Project Scope (enter 1.0)
6	Enter Units of Measurement (enter MMTC)

7 Current Average Daily Boardings for each transit service using the MMTC (if unknown, enter a zero ("0")). If more than one line of the same type (express, local, shuttle) stops at the station, then enter the total boardings by service type.

8 Prior Year Average Daily Boardings (same approach as for number 7 above, but for the previous year)

9 Enter the difference of number 7 minus number 8.

10 Enter product of number 9 times the credit factor for that service type:

Express Bus	0.38
Local Bus	0.17
Shuttle Bus	0.05
Urban Rail	7.9
Commuter	20.0

11 Enter total auto parking spaces reserved for commuting.

12 Enter total lockable bike storage spaces reserved for commuting.

13 If any of the spaces included in nos. 11 and 12 were required for the rail station or non-MMTC bus center, enter that number.

14 If any of the spaces listed in nos. 11 and 12 already received credit in a previous LIR, enter the number of spaces awarded credit.

15 Enter the sum of nos. 11 and 12, minus the sum of nos. 13 and 14.

16 Multiply number 15 by 9.6 and enter it as the net park and ride credit value.

17 For the bus/rail line using the MMTC that has the best (most frequent) bus service, enter the morning and evening peak hour headway (frequency) between buses/trains, in minutes. Peak Hour is the one hour period of peak travel demand at your location.

18 Enter the same information for the second most frequent bus/rail line.

19 Enter the highest value entered under both numbers 17 and 18. This is the MMTC's Headway Rating," which you will use to determine the credit value of land use projects around the MMTC.

20 Enter any prior credits awarded by MTA for this facility as a rail station/transit center/transit corridor.

"MAXIMUM CREDIT VALUE OF MMTC": Enter the sum of boxes 10 and 16, minus box 20.

21 Enter primary street name using Thomas Brothers name.

22 Enter closest cross street name using Thomas Brothers name.

23 Omitted

24 Enter the line #, Operator and avg. daily boardings for the line with the best headway

25 Enter same for the line with the second best headway.

26 Enter other lines that use MMTC. Add rows if necessary.

27 List the amenities that are present at the MMTC. Include at a minimum, information addressing the minimum qualifying criteria for approval of the MMTC.

28 List all of the funding participants in this MMTC (MTA, other jurisdictions). Show their percentage of funding contributions, if any.

29 Enter Thomas Brothers map page number that includes the MMTC.

30 Enter Year Completed or to be completed.
31 Enter Cost in $1,000.
32 Enter your percentage participation rate.
33 Enter the current milestone (see page F-29 of the 1997 CMP if you need a description).
34 Enter prior year credits for the MMTC (enter 0 if this is first year).
35 Enter milestone percentage factor (also described on page F-29 of the 1997).
36 Multiply the "Maximum Credit Value of MMTC" by box #32 and box #35.

Transit Claims Form - Use this form to report transit services that are listed under CMP Tool Box Strategy Nos. 361-366. This form includes Section II.d, Transit Credit Claims, for your LIR. Credit for transit service is based on the NET increase in average weekday person (passenger) miles traveled (PMT) that occurred during the reporting period. If you are uncertain of the transit service type, refer to page F-61 of the 1997 CMP for definitions of these service categories. If you need assistance with any aspect of this form, such as the prior credit awarded for your service, call Mario Oropeza at (213) 922-7658.

If your transit strategy is multi-jurisdictional, with funding supplied by more than your jurisdiction, attach documentation that reflects total cost to implement the service, and the percentage funded by each participating jurisdiction.

Definitions by box number for Transit Claims Form:

BOX # DESCRIPTION

1 Transit claim project number, from first to last.
2 CMP Strategy Number
3 CMP Strategy Title
4 Project/Program Name
5 Scope, or quantity of the units provided by project (avg. daily person miles traveled).
6 The type of units provided by project (avg. daily person miles traveled, or PMT)
7-10 Enter the average daily ridership for the type of transit service claimed and calculate the average daily PMT by using the provided credit factors.
11 The year that the service started
12 Prior credits awarded for this service
13 The milestone reached for this project (1 or 2)
14 The milestone percentage factor (40%, 100%)
15 Annual budgeted operating cost
16 Percent of funding from non-MTA appropriations
17 If this is a commuter rail feeder service, list the avg daily rail boardings from this service.
18 If this is an urban rail feeder service, list the avg daily rail boardings from this service.
19 If this is a rail feeder, list any prior credits for rail boardings.
20 Net value of the service after adjusting for local funding and milestone factors.

TDM Claims Form - Use this form if you have TDM strategies to report (CMP Toolbox Strategy Nos. 311-354, and 371). This tab includes the page that will comprise Section II.e, TDM Credit Claims, for your LIR. Follow the sample form that has been attached. A form has already been partially filled out for Strategy No. 321, which gives your jurisdiction credit for implementing your CMP-required TDM Ordinance. If you had no non-residential building permits to report, the strategy value for No. 321 is equal to 0.

There is great diversity in the TDM strategy group, which makes it necessary to include a number of questions on the form. Several of these entries may not apply. In that case, please enter a zero (0) for each that does not apply.

Definitions by box number for TDM Claims Form:

BOX # DESCRIPTION

1 TDM claim project number, from first to last.
2 CMP Strategy Number
3 CMP Strategy Title
4 Project/Program Name
5 Scope, or quantity of the units provided by project (100 employees, etc).
6 The type of units provided by project (100 employees, etc.)
7 Total employees enrolled in program, if applicable
8 Total number of employers (attach list of the employers and # of employees from each)
9 If a transit service involved, name operator.
10 Percent of fare subsidized if applicable.
11 Net gain in participants from last time program was claimed in LIR
12 Location of facility or center, where applicable.
13 Daily Parking rate for parking strategies
14 The daily parking fee increase per vehicle that is being claimed
15 Other relevant info to the documentation of the credit claim
16 Credit factor from Appendix F
17 Project value (#16) times (#5).
18 First year of operation
19 Annual cost of program
20 Percent of funding from non-MTA appropriations
21 Current milestone (1,2 or 3)
22 Prior credits awarded for this project/program
23 milestone percentage factor (40%, 100%)
24 Net credit value is (#17) x (#20) x (#23) - (#22).

B.3 ADOPTING YOUR LOCAL IMPLEMENTATION REPORT (LIR)

Once complete, your LIR is incorporated into and adopted with your resolution self-certifying annual CMP conformance. These must be adopted by your Council/Board with a noticed public

hearing and are due to MTA by September 1 of each reporting year. Sample language for the resolution is provided in the 1997 CMP.

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

Contact:
Phone Number:

CONGESTION MANAGEMENT PROGRAM
FOR LOS ANGELES COUNTY

2000* DEFICIENCY PLAN STATUS SUMMARY

1.	**Total Current Congestion Mitigation Goal:** [from Section I]	
2.	**Transportation Improvements Credit Claims:** [from Section II]	
	# Land Use Strategy Claims:	
	# Capital Improvement Claims:	
	# Transit Claims:	
	# TDM Claims:	
	Total # Strategies:	
	Subtotal Current Credit (Goal) :	
3.	**Carryover Credit from Last Year's (1998) Local Implementation Report**	
	Net Deficiency Plan Credit Balance:	

**Note: Be sure to change the dates on this form for 2001 or beyond.*

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*

Report Period: JUNE 1, 2000 - MAY 31,2001*

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT

PART 1: NEW DEVELOPMENT ACTIVITY

RESIDENTIAL DEVELOPMENT ACTIVITY					
Category	**Dwelling Units**		**Debit Value/DU**		**Debits**
Single Family Residential		x	6.80	=	
Multi-Family Residential		x	4.76	=	
Group Quarters		x	1.98	=	
COMMERCIAL DEVELOPMENT ACTIVITY					
Category	**1000 Gross Square Feet**		**Debit Value/1000SF**		**Debits**
Commercial (less than 300,000 sq.ft.)		x	22.23	=	
Commercial (300,000 sq.ft. or more)		x	17.80	=	
Freestanding Eating & Drinking		x	66.99	=	
NON-RETAIL DEVELOPMENT ACTIVITY					
Category	**1000 Gross Square Feet**		**Debit Value/1000SF**		**Debits**
Lodging		x	7.21	=	
Industrial		x	6.08	=	
Office (less than 50,000 sq.ft.)		x	16.16	=	
Office (50,000-299,999 sq.ft.)		x	10.50	=	
Office (300,000 sq.ft. or more)		x	7.35	=	
Medical		x	16.90	=	
Government		x	20.95	=	
Institutional/Educational		x	7.68	=	
University		x	1.66	=	
OTHER DEVELOPMENT ACTIVITY					
Description (Attach additional sheets if necessary)	**Daily Trips**		**Debit Value/Trip**		**Debits**
		x	0.71	=	
		x	0.71	=	
Subtotal New Development Activity				=	
Adjustments (Optional) - Complete Part 2				=	

Total Current Congestion Mitigation Goal (Points) =

Note: Be sure to change the dates on this form for 2001 or beyond.

JURISDICTION:	Date Prepared:	

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT (Continued)

PART 2: NEW DEVELOPMENT ADJUSTMENTS

IMPORTANT: Adjustments may be claimed only for 1) development permits that were both issued and revoked, expired or withdrawn during the reporting period, and 2) demolition of any structure within the reporting period.

RESIDENTIAL DEVELOPMENT ADJUSTMENTS

Category	Dwelling Units		Adjustment Value/DU		Subtotal
Single Family Residential		x	6.80	=	
Multi-Family Residential		x	4.76	=	
Group Quarters		x	1.98	=	

COMMERCIAL DEVELOPMENT ADJUSTMENTS

Category	1000 Gross Square Feet		Adjustment Value/1000SF		Subtotal
Commercial (less than 300,000 sq.ft.)		x	22.23	=	
Commercial (300,000 sq.ft. or more)		x	17.80	=	
Freestanding Eating & Drinking		x	66.99	=	

NON-RETAIL DEVELOPMENT ADJUSTMENTS

Category	1000 Gross Square Feet		Adjustment Value/1000SF		Subtotal
Lodging		x	7.21	=	
Industrial		x	6.08	=	
Office (less than 50,000 sq.ft.)		x	16.16	=	
Office (50,000-299,999 sq.ft.)		x	10.50	=	
Office (300,000 sq.ft. or more)		x	7.35	=	
Medical		x	16.90	=	
Government		x	20.95	=	
Institutional/Educational		x	7.68	=	
University		x	1.66	=	

OTHER DEVELOPMENT ADJUSTMENTS

Description (Attach additional sheets if necessary)	Daily Trips		Adjustment Value/Trip		Subtotal
		x	0.71	=	
		x	0.71	=	

Total Mitigation Goal Adjustments (Points)	=

Note: Be sure to change the dates on this form for 2001 or beyond.

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

SECTION I - NEW DEVELOPMENT ACTIVITY REPORT (Continued)

PART 3: EXEMPTED DEVELOPMENT ACTIVITY

(NOT INCLUDED IN NEW DEVELOPMENT ACTIVITY TOTALS)

Low/Very Low Income Housing		Dwelling Units
High Density Residential near Rail Stations		Dwelling Units
Mixed Use Developments near Rail Stations		1000 Gross Square Feet
		Dwelling Units
Development Agreements entered into Prior to July 10, 1989		1000 Gross Square Feet
		Dwelling Units
Reconstruction of Buildings damaged in April 1992 Civil Unrest		1000 Gross Square Feet
		Dwelling Units
Reconstruction of Buildings damaged in Jan 1994 Earthquake		1000 Gross Square Feet
		Dwelling Units
Total Dwelling Units		
Total Non-residential sq. ft. (in 1,000s)		

Exempted Development Definitions:

1. Low/Very Low Income Housing: as defined by the California Department of Housing and Community Development as follows:
   Low-Income: equal to or less than 80% of the County median income, with adjustments for family size.
   Very Low-Income: equal to or less than 50% of the County median income, with adjustments for family size.
2. High Density Residential Near Rail Stations: development located within 1/4 mile of a fixed rail passenger station and that is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre is automatically considered high density.
3. Mixed Uses Near Rail Stations: mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing.
4. Development Agreements: projects that entered into a development agreement (as specified under Section 65864 of the California Government Code) with a local jurisdiction prior to July 10, 1989.
5. Reconstruction or replacement of any residential or non-residential structure which is damaged or destroyed, to the extent of not less than 50% of its reasonable value, by fire, flood, earthquake or other similar calamity.
6. Any project of a federal, state or county agency that is exempt from local jurisdiction zoning regulations and where the local jurisdiction is precluded from exercising any approval/disapproval authority. These locally precluded projects do not have to be reported in the LIR.

**Note: Be sure to change the dates on this form for 2001 or beyond.*

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

SECTION II.a - LAND USE CREDIT CLAIMS

Total Land Use Projects:	**Total Land Use Credits:**

1	2	3 / 4	5.Scope	6.Units

7. Address:									
8. Center:									
9. Boundaries:									
10. Mixed Use:									
11. Site Area:	Square Feet				**12. Net Site Acres:**	ACRES			
13. Res. Dens.:	DUs/Acre				**14. Non-Res Density (FAR):**	FAR			
15. Other Info:									
	16	17	18	19	20	21	22	23	24

1	2	3 / 4	5.Scope	6.Units

7. Address:									
8. Center:									
9. Boundaries:									
10. Mixed Use:									
11. Site Area:	Square Feet				**12. Net Site Acres:**	ACRES			
13. Res. Dens.:	DUs/Acre				**14. Non-Res Density (FAR):**	FAR			
15. Other Info:									
	16	17	18	19	20	21	22	23	24

1	2	3 / 4	5.Scope	6.Units

7. Address:									
8. Center:									
9. Boundaries:									
10. Mixed Use:									
11. Site Area:	Square Feet				**12. Net Site Acres:**	ACRES			
13. Res. Dens.:	DUs/Acre				**14. Non-Res Density (FAR):**	FAR			
15. Other Info:									
	16	17	18	19	20	21	22	23	24

**Note: Be sure to change the dates on this form for 2001 or beyond.*

Section IIa, Page 1

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

SECTION II.b - CAPITAL IMPROVEMENT CREDIT CLAIMS

Total Cap. Imp. Projects:		Total Cap. Imp. Credit:	

1	2	3 / 4	5. Scope	6. Units

7. Str. Name:
8. From/To:
9. Intersection: | 10. Map Page:
11. Participants:
12. MTA Funding: | 13. Your share of local funding: | 14. Portion of Project within your jurisdiction:
15. Other Info:

	16	17	18	19	20	21	22	23	24

1	2	3 / 4	5. Scope	6. Units

7. Str. Name:
8. From/To:
9. Intersection: | 10. Map Page:
11. Participants:
12. MTA Funding: | 13. Your share of local funding: | 14. Portion of Project within your jurisdiction:
15. Other Info:

	16	17	18	19	20	21	22	23	24

1	2	3 / 4	5. Scope	6. Units

7. Str. Name:
8. From/To:
9. Intersection: | 10. Map Page:
11. Participants:
12. MTA Funding: | 13. Your share of local funding: | 14. Portion of Project within your jurisdiction:
15. Other Info:

	16	17	18	19	20	21	22	23	24

**Note:* *Be sure to change the dates on this form for 2001 or beyond.*

Section IIb, Page 1

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: June 1, 1999 - May 31, 2000*

SECTION II.c:

Multi-Modal Transportation Center Credit Claims - No. 223

1	2	3 Multi-Modal Transportation Center	5. Scope:	6. Units:
	223.0	4		

Transit Component Value:

		Bus Service Type			Rail Service Type		Total
		Express	Local	Shuttle	Urban	Commuter	
7	Current Avg Daily Boardings:						
8	Prior Year Avg Daily Boardings:						
9	Net Increase in Boardings:						
10	**Credit Value of Transit:**						

Park&Ride Component Value:

		Spaces	Value
11	Total vehicular parking spaces reserved for commuting:	+	
12	Total lockable bike storage spaces reserved for commuting:	+	
13	Spaces required for rail station/ bus center (non-MMTC):	-	
14	Spaces which already received CMP Deficiency Plan credit:	-	
15	Net Park and Ride Spaces Available for credit (+11+12-13-14):		
16	**Net Credit Value of Park and Ride Component (#15 x 9.6 credits):**		

Headway Factor:

		AM	PM
17	**Peak Hour Headway of Line #1 for both am and pm (minutes):**		
18	**Peak Hour Headway of Line #2 for both am and pm (minutes):**		
19	**MMTC Headway Rating (equals the highest headway in minutes):**		

20	**Prior Credit for Rail Station/Transit Center:**	
	Maximum Credit Value of MMTC	

21	**Street Name:**	
22	**Cross Street:**	

		Bus/Rail Line #	Operator:	Avg. Daily Boardings
24	Line No 1			
25	Line No 2			
26	Other Line			
27	**Amenities**			
28	**Participants**			
29	**Map Page**			

	30	31	32	33	34	35	36

**Note: Be sure to change the dates on this form for 2001 or beyond.*

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

SECTION II.d - TRANSIT CREDIT CLAIMS

Total Transit Projects: | Total Transit Credit (Points):

1	2	3 4	5. Scope:	6. Units: PMT

TRANSIT CREDIT VALUE	TRANSIT SERVICE TYPE					
	7. Express	8. Local	9. Shuttle	10. DialaRide	Total	Credits
Current Avg Weekday Ridership:						
Credit Factor (avg. miles per rider):	7.7	3.3	1.0	4.5		
Avg. Daily PMT:						

11. First Year of Service:	
12. Prior credits for ridership:	
13. Milestone Reached:	
14. Milestone Percent Factor:	
15. Annual Operating Cost:	
16. Percent Funded Locally:	
17. If commuter rail feeder service:	
18. If urban rail feeder service:	
19. Prior credits for rail boardings:	
	20. Net 1998 Credit Value:

1	2	3 4	5. Scope:	6. Units: PMT

TRANSIT CREDIT VALUE	TRANSIT SERVICE TYPE					
	7. Express	8. Local	9. Shuttle	10. DialaRide	Total	Credits
Current Avg Weekday Ridership:						
Credit Factor (avg. miles per rider):	7.7	3.3	1.0	4.5		
Avg. Daily PMT:						

11. First Year of Service:	
12. Prior credits for ridership:	
13. Milestone Reached:	
14. Milestone Percent Factor:	
15. Annual Operating Cost:	
16. Percent Funded Locally:	
17. If commuter rail feeder service:	
18. If urban rail feeder service:	
19. Prior credits for rail boardings:	
	20. Net 1998 Credit Value:

Note: Be sure to change the dates on this form for 2001 or beyond.

JURISDICTION:	Date Prepared:

2000 CMP Local Implementation Report*
Report Period: JUNE 1, 1999 - MAY 31, 2000*

SECTION II.e - TDM CREDIT CLAIMS

Total TDM Projects: **Total TDMCredit (Points):**

1	2	3 CMP TDM Ordinance	5. Scope:	6. Units:
	321.00	4 Non-Residential building permits issued, as reported in Section I		

16	17	18	19	20	21	22	23	24
0.30		na	na	100%	na	na	na	

1	2	3	5. Scope:	6. Units:
		4		

7. Total employees in program:
8. Total employers:
9. Operator of Transit Service:
10. Percent of Total Fare Subsidized:
11. Net Gain avg monthly participants:
12. Facility/Center Address:
13. Daily Parking Rate:
14. Fee Increase:
15. Other Info:

16	17	18	19	20	21	22	23	24

1	2	3	5. Scope:	6. Units:
		4		

7. Total employees in program:
8. Total employers:
9. Operator of Transit Service:
10. Percent of Total Fare Subsidized:
11. Net Gain avg monthly participants:
12. Facility/Center Address:
13. Daily Parking Rate:
14. Fee Increase:
15. Other Info:

16	17	18	19	20	21	22	23	24

**Note: Be sure to change the dates on this form for 2001 or beyond.*

APPENDIX

C

1999 POLICY ADVISORY COMMITTEE MEMBERSHIP

The MTA would like to especially thank the members and alternates of the CMP Policy Advisory Committee. These individuals worked diligently exploring alternatives for the 1999 CMP and in helping to lay-out the course toward developing the 2001 CMP. We appreciate their time, dedication, commitment, candid comments and hard work.

Susan Bok, *City of Los Angeles*

Helene Buchman, *City of Torrance*

Steve Buswell, *California Department of Transportation (Caltrans)*

David Crowder, *Newhall Land & Farming*

D. Barton Doyle, *Building Industry Association of Southern California*

Charles Ebner, *City of Lakewood*

Joan English, *City of West Hollywood*

Leonard Erlanger, *County of Los Angeles*

Raul Escandon, *County of Los Angeles*

Craig Ewing, *City of Malibu*

Tom Horne, *City of Palmdale*

Cary Kalscheuer, *City of Covina*

Charles Keynejad, *Southern California Association of Governments (SCAG)*

Amit Kothari, *City of Inglewood*

Brian E. McClure, *City of La Mirada*

Robert Miller, *Playa Vista*

Edwin J. Norris, *City of Long Beach*

Allyn Rifkin, *City of Los Angeles*

Jerry Saunders, *Continental Development*

Terri Slimmer, *City of Pasadena*

Cindy Starrett, *Latham & Watkins*

Gracie Tucker, *South Coast Air Quality Management District (SCAQMD)*

Konya Vivanti, *City of Culver City*

Warren Whitcaker, *City of Burbank*

Barry Witler, *County of Los Angeles*

Rick Zbur, *Latham & Watkins*

APPENDIX

D

COUNTYWIDE LOCAL DEVELOPMENT ACTIVITY & MOBILITY IMPROVEMENTS

The table shown below, and on the following pages, summarizes the total CMP debits generated based on new development activity for 1995-98, and the total CMP credits earned for locally implemented transportation improvements for 1990-98. Information is displayed for each of the individual 89 jurisdictions, and summarized for each of seven sub-areas. Although portions of the City of Los Angeles and the unincorporated County of Los Angeles are contained within other sub-areas, debit/credit information for these two jurisdictions is shown separately.

Sub-Area and Jurisdiction	Total Debits (1995-1998)	Debit Ranking	Total Credits (1990-1998)	Credit Ranking
Los Angeles County	127,040	2	803,166	2
Subtotal Los Angeles County	**127,040**	**5**	**803,166**	**3**
Los Angeles City	167,127	1	1,478,578	1
Subtotal Los Angeles City	**167,127**	**1**	**1,478,578**	**1**
San Fernando Valley/North County Cities				
Agoura Hills	910	71	3,156	68
Burbank	26,297	9	105,501	10
Calabasas	10,262	22	40,037	21
Glendale	30,765	8	107,164	9
Hidden Hills	198	82	802	81
La Canada Flintridge	4,114	41	7,058	57
Lancaster	39,289	5	461,418	3
Palmdale	23,127	13	226,183	6
San Fernando	1,261	66	8,146	52
Santa Clarita	46,198	3	336,579	4
Westlake Village	9,416	25	4,432	64
Subtotal SFV/NC	**191,837**	**1**	**1,300,476**	**2**

Notes: Debits represent total new development. Credits represent total credits awarded for implementation of strategies. Debit and credit rankings show placement when compared with 88 total jurisdictions. (The City of Avalon is not listed.)

Sub-Area and Jurisdiction	Total Debits (1995-1998)	Debit Ranking	Total Credits (1990-1998)	Credit Ranking
Westside Cities				
Beverly Hills	3,651	47	23,105	29
Culver City	10,195	23	19,884	33
Malibu	1,137	68	465	85
Santa Monica	11,655	18	88,542	11
West Hollywood	1,665	60	19,334	36
Subtotal Westside	**28,303**	7	**151,330**	7
South Bay Cities				
Carson	17,163	14	47,630	20
El Segundo	10,129	24	12,292	45
Gardena	2,632	49	19,622	35
Hawthorne	4,514	38	56,613	16
Hermosa Beach	1,592	61	10,732	48
Inglewood	2,323	53	87,065	12
Lawndale	1,177	67	2,172	75
Lomita	114	84	5,812	60
Manhattan Beach	4,738	37	1,408	78
Palos Verdes Estates	319	81	528	84
Rancho Palos Verdes	693	73	8,172	51
Redondo Beach	6,742	34	19,790	34
Rolling Hills	56	87	101	88
Rolling Hills Estates	459	77	734	82
Torrance	33,280	6	49,884	19
Subtotal South Bay	**85,931**	**6**	**322,555**	**6**
Southeast Cities				
Artesia	343	79	2,495	71
Bell	616	74	3,790	66
Bell Gardens	581	75	11,670	46
Bellflower	1,805	57	2,402	72
Cerritos	12,478	17	15,040	41
Commerce	13,567	16	130,744	7
Compton	4,302	40	9,192	49
Cudahy	481	76	536	83

Notes: Debits represent total new development. Credits represent total credits awarded for implementation of strategies. Debit and credit rankings show placement when compared with 88 total jurisdictions. (The City of Avalon is not listed.)

Sub-Area and Jurisdiction	Total Debits (1995-1998)	Debit Ranking	Total Credits (1990-1998)	Credit Ranking
Southeast Cities Continued				
Downey	8,008	30	36,559	23
Hawaiian Gardens	78	86	1,350	79
Huntington Park	1,699	58	2,246	74
La Habra Heights	106	85	1,661	76
La Mirada	15,527	15	15,780	40
Lakewood	9,063	27	16,586	37
Long Beach	42.090	4	264,536	5
Lynwood	2,401	51	3,071	69
Maywood	1,316	64	913	80
Norwalk	5,103	36	19,978	32
Paramount	1,864	56	20,828	30
Pico Rivera	1,369	63	8,048	53
Santa Fe Springs	24,511	10	23,881	28
Signal Hill	3,829	45	16,409	38
South Gate	4,089	42	20,534	31
Vernon	9,250	26	60,578	15
Whittier	3,794	46	27,726	26
Subtotal Southeast	**168,270**	**3**	**716,553**	**4**
San Gabriel Valley Cities				
Alhambra	4,494	39	36,024	24
Arcadia	8,378	28	14,244	43
Azusa	3,844	44	4,854	62
Baldwin Park	6,941	33	7,311	54
Bradbury	41	88	107	87
Claremont	2,185	54	14,650	42
Covina	11,085	20	7,280	55
Diamond Bar	1,294	65	68,594	13
Duarte	8,342	29	7,186	56
El Monte	7,071	32	27,272	27
Glendora	3,888	43	5,932	59
Industry	32,008	7	37,636	22
Irwindale	967	70	4,917	61
La Puente	1,698	59	3,335	67

Notes: Debits represent total new development. Credits represent total credits awarded for implementation of strategies. Debit and credit rankings show placement when compared with 88 total jurisdictions. (The City of Avalon is not listed.)

Sub-Area and Jurisdiction	Total Debits (1995-1998)	Debit Ranking	Total Credits (1990-1998)	Credit Ranking
San Gabriel Valley Cities Continued				
La Verne	5,789	35	51,173	18
Monrovia	7,781	31	10,849	47
Montebello	876	72	32,775	25
Monterey Park	1,916	55	14,189	44
Pasadena	24,299	11	130,149	8
Pomona	23,342	12	64,049	14
Rosemead	2,339	52	6,563	58
San Dimas	10,902	21	55,099	17
San Gabriel	1,470	62	2,380	73
San Marino	124	83	4,243	65
Sierra Madre	328	80	441	86
South El Monte	2,794	48	4,486	63
South Pasadena	346	78	2,968	70
Temple City	1,029	69	1,493	77
Walnut	2,477	50	8,712	50
West Covina	11,556	19	16,260	39
Subtotal San Gabriel Valley	**189,064**	**2**	**645,171**	**5**
TOTALS	**958,112**		**4,614,663**	

Notes: Debits represent total new development. Credits represent total credits awarded for implementation of strategies. Debit and credit rankings show placement when compared with 88 total jurisdictions. (The City of Avalon is not listed.)

APPENDIX

E

CMP DEFICIENCY PLAN STUDY

SCOPE OF WORK

MTA will conduct a CMP Deficiency Plan Study to reevaluate the current deficiency plan and explore alternative approaches to meeting CMP deficiency plan requirements. The study will commence in July 2000 and results will be incorporated into the next update of the CMP in 2001. Shown below is the scope of work for the study that was discussed with the 1999 CMP Policy Advisory Committee.

E.1 SCOPE OF WORK

Purpose: The purpose of the CMP Deficiency Plan Study is to (1) evaluate alternative approaches to meeting deficiency plan requirements, and (2) update MTA's Countywide Deficiency Plan Background Study which serves as the basis for the deficiency plan approach currently being used in Los Angeles. This study will be initiated in July 2000 and be completed by June 2001. The information produced by the study will be used to consider changes for the deficiency plan for possible inclusion in the 2001 update to the CMP.

The study will be conducted with the input of a Policy Advisory Committee (PAC) put together by the MTA and composed of representatives from local municipalities, certain state and regional agencies, the private sector and others. The PAC will help to review the work of the study, evaluate options under consideration, and provide input to study recommendations and development of the 2001 CMP.

I. Congestion Gap Study Update: Revise the 1993 Countywide Deficiency Plan Background Study to reflect updated socioeconomic and travel demand information, and regional transportation improvements anticipated to be implemented over the next 20 years. The resulting "congestion gap" is the remaining congestion on the CMP highway system that exceeds established Level of Service (LOS) standards.

   A. Evaluate the size of the countywide congestion gap based on existing methodology. Steps include forecasting 2020 travel demand, accounting for the benefits of the adopted Long Range Transportation Plan, and determining remaining system-wide deficiencies (i.e., congestion exceeding LOS standards).

   B. Debit Impact: Based on the size of the gap, revise debit values for existing CMP land use categories based on the amount and type of new development anticipated and the relative trip impacts for each land use category.

   C. Update Credit Values: Update credit values for more than 60 strategies in the CMP Toolbox of Mitigation Strategies. Review the strategies in the "Toolbox"

and the methodology used to develop the credit value for each. Based on the most current, reliable studies, confirm or revise existing credit values to reflect the travel effect of the action.

D. Analyze deficiency plan implementation issues based on the results of the deficiency plan study update and methodology. Possible issues include:

1. Local mitigation responsibilities.

2. Refinements to debit and credit categories and methodology.

3. Opportunities to encourage non-traditional strategies such as transit, TDM, or land-use.

II. Alternatives Analysis: Concurrently with part I above, identify and evaluate alternative approaches, that are not necessarily debit/credit-based, to meeting CMP deficiency plan requirements.

A. Evaluate other counties' CMPs. Identify successful components of those CMPs that could become part of the deficiency plan in Los Angeles.

B. Identify and evaluate new or innovative CMP deficiency plan approaches that could be utilized to meet deficiency plan requirements within the Los Angeles CMP.

C. For all potential CMP deficiency plan approaches, evaluate how they would link to other MTA planning programs such as the Long Range Transportation Plan and the Call for Projects.

D. For CMP deficiency plan approaches where debits and credits are eliminated, consider options for how to address local agencies' outstanding credit balances.

It is anticipated that initial work will focus on determining the size of the congestion gap (I. A.) and an evaluation of alternative deficiency plan approaches (II.). Additional work related to the Congestion Gap Study (I. B-D.) will commence based on the outcome of the Alternatives Analysis (II.).